



GRAND 2 TOURS

Across the Continent.

Leaving New York September 11 and October 13, 1890.

INCIDENTAL VISIT TO THE YELLOWSTONE NATIONAL PARK.

W. RAYMOND,

I. A. WHITCOMB,

296 Washington Street (opposite School Street), Boston, Mass.

RAYMOND & WHITCOMB, 257 Broadway, New York.



SEASON OF 1890-91.

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GRAND EXCURSION OF SIXTY-SIX DAYS,

INCLUDING A VISIT TO THE

# ❖ YELLOWSTONE NATIONAL PARK ❖

WITH AN ADDED TOUR

*ACROSS THE CONTINENT*

AND TO THE

**SCENIC POINTS OF THE PACIFIC NORTHWEST AND CALIFORNIA.**

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A Week in Wonderland, Incidental Visits to the Chief Cities of Washington, Oregon, and British Columbia, the Cascade Mountains, Puget Sound Country, Mount Shasta Region, Sacramento Valley, San Francisco, Monterey, Santa Cruz, San Jose, Mount Hamilton, San Rafael, Santa Barbara, Los Angeles, San Gabriel, Pasadena, San Diego, Riverside, Arizona, New Mexico, Etc.

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Date of Leaving New York, Thursday, September 11.

The Sojourn in California to be Extended at Pleasure.

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PRICE OF TICKETS (ALL TRAVELING EXPENSES INCLUDED), \$525.00.

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**RAYMOND & WHITCOMB, 257 Broadway, New York.**



# THE YELLOWSTONE NATIONAL PARK

AND

## ACROSS THE CONTINENT.

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September 11 to November 15.

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WE shall supplement our regular trips to the Yellowstone National Park with a tour of the same scope and extent through that wonderful region, and a farther excursion to the most picturesque sections of the Pacific Coast. The entire length of two of the longest transcontinental railways will be traversed—the Northern Pacific, which lies along the northern frontier of our country, and the Atchison, Topeka & Santa Fe, which extends through the southern border-land, while the intermediate journeys on the Pacific Coast lie over another great railway line—the Southern Pacific Company's—for over 1,600 miles. Our journey along the Pacific Coast includes the great stretch of country lying between Victoria, the capital of British Columbia, and San Diego, which is situated on the extreme southern border line of California. The route of the excursion combines in its constant succession of grand features the most diversified and picturesque scenery upon the continent.

The western journey will be broken in several pleasant places, and there will be

short but restful sojourns at cities on the way. A week will be passed in the Yellowstone National Park, a region full of natural wonders, of which explorers and travelers have told us something, but which nevertheless demand a personal inspection to aid the mind in comprehending the marvels the best writers can but feebly describe. This period is much longer than is usually taken by tourists in making a round of the park; and the possibilities thus afforded, both in the way of sight-seeing and in an easy and restful journey, will be appreciated. The farther trip westward over the Northern Pacific Railway discloses the grand scenery of the Rocky Mountains, Lake Pend d'Oreille, and the Cascade Mountains. There will be an excursion on Puget Sound, with visits to Victoria, the capital of British Columbia, Seattle, and Tacoma. An inspection of Portland and a steamer trip on the Columbia River will be other features of interest before the party will turn southward towards California. The journey from Portland to San Francisco will be made by the magnificent overland route, which brings into view the beautiful mountain scenery of Southern Oregon and Northern California. Near the headwaters of the Sacramento is glorious Mount Shasta, one of the grandest mountain forms on the American continent. The time to be passed in San Francisco will be sufficient to afford the tourist a leisurely inspection of that interesting city and its picturesque surroundings. There will be side trips to San Rafael, San Jose, Mount Hamilton, Santa Cruz, and the beautiful Hotel del Monte at Monterey, and a later journey to Southern California, with ample time for visits to the Yosemite valley and the Mariposa Grove of Big Trees. This trip is easily made in a side excursion from Berenda *via* Raymond. From all points in Central and Southern California the return tickets are good for six months, so that persons can prolong their stay through the winter at their own option. Santa Barbara, Los Angeles, San Gabriel, Pasadena, San Diego, and Riverside are the places in

Southern California to which special visits are to be made, either with the party or on any subsequent dates that may suit individual preferences.

The homeward route will be over the Atchison, Topeka & Santa Fe line, which extends through Arizona and New Mexico (the border-land of the South), Colorado, and Kansas. From Kansas City we proceed over the Chicago, Rock Island & Pacific, the Chicago & Grand Trunk and their eastern connections, paying a visit of inspection to Niagara Falls on the way.

### **From New York to St. Paul and Minneapolis.**

The route from New York to Chicago lies over the popular West Shore line. The party will leave New York by ferry (foot of Jay street at 9.40 A. M. and foot of West Forty-second street at 9.55), and Weehawken by train at 10.10 A. M., Thursday, September 11. From Suspension Bridge westward, the journey will be over the Great Western Division of the Grand Trunk and the Chicago & Grand Trunk Railways.

Chicago will be reached Friday evening, and there will be an omnibus transfer from the Dearborn station to the Union station (on Canal street, between West Madison and West Adams streets), from whence our train will depart at 11.00 P. M. over the Chicago, Milwaukee & St. Paul Railway.

Saturday morning will find the party approaching La Crosse, which lies on the Mississippi River. On leaving this city, the railway crosses the river and ascends its western bank for upwards of 100 miles. There is much fine scenery, the bluffs being very bold and striking, while the shores of Lake Pepin are exceedingly picturesque.

### **St. Paul and Minneapolis.**

The train will reach St. Paul at 1.50 P. M. and Minneapolis at 2.35 P. M., and members of our excursion parties can spend Sunday in either city. The two places are



only ten miles apart. The magnificent Hotel Ryan, of which Mr. Eugene Mehl is the proprietor, will be our headquarters in St. Paul; and the superb West Hotel, which is owned by Colonel John T. West, will be our sojourning-place in Minneapolis. These two establishments are splendidly appointed, and are among the finest hotels in America.

St. Paul is a city of recent and very rapid growth, although the oldest-settled portion of that empire of the Northwest, Minnesota. It was long an Indian town, and in 1680 was visited by Father Hennepin. The first white settlement was founded in 1838, and a Catholic mission was called St. Paul's; hence the name of the city. The town was incorporated in 1849, with a population of 400, and the city in 1854 with a population of 4,500. The St. Paul of to-day has a population of nearly 150,000, and is one of the handsomest as well as one of the busiest cities in America. Its wholesale trade amounts to over \$72,000,000 per year. It is the capital of the State and the county seat of Ramsey county. Its situation, at the head of navigation on the Mississippi River, was at the outset greatly in its favor, and the centering here of the great railway systems of the Northwest has given it still greater importance. The public buildings of St. Paul and many of the business edifices are truly magnificent structures.

Minneapolis is a city of wonderful growth, and naturally surprises the stranger. Although less than thirty years old, Minneapolis has a population of about 150,000, and its builders can hardly keep pace with the demands of trade and the calls of new comers for residences. Its streets and avenues are spacious, and, in many instances, lined with trees; while its business blocks are among the most substantial and elegant in the country. Its immense manufacturing interests are headed by twenty-three flouring mills, with a daily capacity of 29,000 barrels and an export trade of 1,500,000



barrels per annum, and nineteen lumber mills, which cut 300,000,000 feet of lumber each year. The utilized water-power of the Falls of St. Anthony amounts to 130,000 horse-power at low water-mark. The manufacturing interests aggregate over \$50,000,000.

### **Westward on the Northern Pacific Railroad.**

Monday afternoon the westward journey will be resumed, the route lying over the main line of the Northern Pacific Railroad. The train will leave St. Paul at 4.15 P. M. and Minneapolis at 4.55 P. M.

We are to traverse, in two nearly equal stages, the entire length of the Northern Pacific Railroad, which stretches along our northern border from the Mississippi to Puget Sound, and through those coming empires, North Dakota, Montana, Idaho, and Washington. The great transcontinental line has brought within access of the tourist some of the most wonderful scenery on the face of the globe, and for its entire distance a country that is remarkably attractive.

The first stage of this magnificent railway trip will take us to the Yellowstone National Park. We first ascend the Mississippi valley, passing through a rich and fruitful section of Minnesota. Then we traverse the new State of North Dakota. For a time we are in the great wheat belt of the Northwest, and actually upon some of the famous bonanza wheat farms. The Red River and the Missouri are both crossed by the railway line, and upon the banks of the latter stream is situated the thriving capital of the State — Bismarck. On the western bank of the Missouri, opposite Bismarck, is the flourishing railway city of Mandan.

### **Pyramid Park, or the "Bad Lands."**

Near the western border of Dakota and a little over 600 miles from St. Paul, lie

the famous "Bad Lands." The mighty forces of water and fire have here wrought strange results in the face of nature. There is a great group of buttes, or hills, with sides striped and banded in vivid colors. The black and brown stripes are due to veins of impure lignite, from the burning of which are derived the different shades of red; while the raw clay varies from a glaring white to a dark gray. The mounds are in every conceivable form, and are composed of different varieties of argillaceous limestone, friable sandstone, and lignite, lying in successive strata.

### Montana.

A mile west of the station of Sentinel Butte, the train passes from North Dakota into another of the new States, Montana, which is an empire of itself, having an area of 143,776 square miles. About two fifths — 58,000 square miles — are taken up by five Indian reservations. Nearly 20,000 Indians, or about one in fourteen of the entire Indian population of the United States, reside in the Montana reservations. In ascending the Yellowstone valley, which we reach at Glendive, we pass through a part of the Crow reservation. Between the years 1873 and 1877, there were constant Indian troubles in this valley, and among those who took part in the stirring scenes of those days were Generals Custer, Crook, and Miles, and the hard-headed old Indian warrior "Sitting Bull." General Custer and his command were killed on the banks of the Little Big Horn River, June 25, 1876. There are several large and prosperous towns in the valley, including Glendive, Miles City, Billings, and Livingston.

### Through the Upper Yellowstone Valley.

Leaving the main line of the Northern Pacific Railroad at Livingston, which will be reached in the early morning of Wednesday, September 17, we shall turn southward and ascend the Yellowstone valley fifty-one miles farther to Cinnabar, which lies only

a short distance from the northern border of the National Park. We are now fairly in the mountain region, and the scenery of the upper valley is certainly magnificent, a fitting prelude to the wonders of the park.

Conveyance is had from Cinnabar to Mammoth Hot Springs, a distance of seven miles, by Wakefield's stage line, and the hotel will be reached about 1.00 P. M.

### **The Yellowstone National Park.**

The reservation known as the Yellowstone National Park, set apart for public uses by an act of Congress passed in 1872, covers a tract of about sixty-five miles in length, from north to south, and about fifty-five miles in width, from east to west, lying chiefly in Northwestern Wyoming, and overlapping, to a small extent, the boundaries of Montana, on the north, and Idaho, on the west. This gives an area of 3,312 square miles. The lowest elevation of any of the narrow valleys is 6,000 feet, and some of them are from 1,000 to 2,000 feet higher. The mountain ranges which hem in these valleys are from 10,000 to upwards of 11,000 feet in height.

### **The Mammoth Hot Springs.**

The afternoon of Wednesday can be devoted to the rare sights of this wonderful region. The springs have built up a series of remarkable terraces on the west side of a little plateau, or basin, 1,000 feet above the Gardiner River, into which their waters flow. On the opposite side of the river rises the long, rugged mass of Mount Eyarts, which has an elevation of 7,600 feet, or 1,213 feet higher than the plateau. The whole plateau and the steep slopes extending down to the river are mainly composed of calcareous deposits, resulting from springs and geysers now extinct. There are no active geysers at the present time in this basin; but two large cones of extinct geysers stand at no great distance from the hotel, and are almost the first objects to attract

attention. These are "Liberty Cap," an isolated shaft forty-five feet in height and twenty feet in diameter at its base, and "Giant's Thumb," or "Liberty Cap No. 2," about 100 yards distant, and smaller. Both show signs of considerable age, and are gradually crumbling away. All around are a number of shallow basins; and in other parts of the plateau are cavities and caverns, from which hot springs probably flowed at some period more or less remote. The beautiful terraces now in process of formation below the active springs, are the most interesting objects to be seen, however. The recent deposits, on which the springs are at present situated, occupy about 170 acres.

### On the Road to the Geysers.

Leaving the hotel at Mammoth Hot Springs Thursday morning, the party will proceed to the Lower Geyser Basin *via* the Norris Geyser Basin. This journey and the subsequent trips about the park will be made in comfortable wagons. The early part of the ride lies over a road which ascends the banks of Glen Creek to the Golden Gate and Rustic Falls, near which is Kingman's Pass, 7,300 feet above the sea. On the plateau above, from which a grand view is had of Electric Peak, Quadrant Mountain, Bell's Peak and Mount Holmes, Swan Lake is situated. Willow Park is the name given to a little region which has often served as a camping-place, and which is a noted resort for elk. Not far beyond are the famous Obsidian Cliffs and Beaver Lake. There is a ridge 1,000 feet in length, and from 150 to 250 feet in height, rising in almost vertical columns from the eastern shore of the little lake. This mass is composed of volcanic glass. Later on we come to the Norris or Gibbon Geyser Basin.

### The Norris or Gibbon Geyser Basin.

This is the highest geyser basin in the park, its elevation being 7,530 feet above the

ocean level, and it covers an area of about six square miles. There are numerous springs of water and mud, and a few veritable geysers from which water or mud gushes forth. One of these, the "Monarch," ejects a column of water to the height of 100 feet. The mud geysers are strange objects. Mud of various tints and states of consistency is thrown out or seen continually seething and bubbling. Dr. Peale enumerates ninety-seven springs of various kinds within this basin. The peculiarities here noticed are the absence of any very great accumulation of deposits, the newness of some of the important geysers, and the abundance of iron and sulphur.

### **The Gibbon Paint Pots and the Falls of the Gibbon.**

On one side of the Gibbon Meadows or Elk Park, which lies south of the Norris Basin, are the Gibbon Paint Pots, a group of boiling mud springs of various colors. About a mile distant from the entrance to the cañon is the Monument Geyser Basin, upon the slope of Mount Schurz. Some four miles south of the trail leading to the Monument Geyser Basin, and five miles from the Forks of the Firehole, are the Falls of the Gibbon. They are in a deep cañon west of the road.

### **The Lower Geyser Basin.**

The hotel in the Lower Geyser Basin (or at the Forks of the Firehole, as the region is also designated) will be reached at a seasonable afternoon hour. This basin is a wide valley, with an area of between thirty and forty square miles, having an average elevation of 7,236 feet, or about 150 less than the Upper Geyser Basin, from six to ten miles distant. Above this, the surrounding plateau rises from 400 to 800 feet, the slopes being heavily timbered. In this section Dr. Hayden's party found 693 springs, including the Egeria Springs of the Midway Basin, among which the "Excelsior" Geyser and "Prismatic" Lake are counted. The "Great Fountain," which ejects a



stream of water to the height of 150 feet or more, is the most important geyser in this vicinity, with the exception of the "Excelsior," already mentioned. There is a smaller "Fountain" Geyser that is seen by tourists, the "Great Fountain" not being readily accessible. This plays several times daily and makes a beautiful display. One of the greatest wonders of this region is known as the "Mammoth Paint Pots." In a crater forty feet or more in diameter, there are numerous mud springs, in which the material cast forth has the appearance of paint of different colors. The pasty material is exceedingly fine to the touch, and, as it bubbles up, generally assumes for a moment some floral form.

### **The "Excelsior" Geyser and "Prismatic" Lake.**

Leaving the hotel in the Lower Geyser Basin Friday morning, the party will proceed to the Upper Geyser Basin, visiting the "Paint Pots" and the "Fountain" Geyser on the way. A halt will also be made in the Midway Geyser Basin for the purpose of inspecting the great "Excelsior" Geyser, "Turquoise" Spring, and "Prismatic" Lake, all of which lie on the west bank of the river. The "Excelsior," the largest geyser known in the world, burst forth into great activity two years ago, after a period of inaction lasting about six years. The eruptions continued until the early part of last year, when they again ceased. A great dome of water, often accompanied by lavatic stones, was thrown into the air to the height of between 200 and 300 feet, while the accompanying column of steam rose 1,000 feet or more. The crater is an immense pit 330 feet in length and 200 feet in width at the widest part, the cliff-like and treacherous walls being from fifteen to twenty feet high from the boiling waters to the surrounding level. The name of "Cliff Cauldron" was given to it by the Hayden Survey in 1871, and it was not until some years later that it was discovered to be a



powerful geyser. "Hell's Half Acre" is another expressive name given to this terrible pit. Two rivulets pour forth from this cauldron and from the neighboring springs, and the deposits along their channels are very brilliantly colored.

The "Turquoise" Spring, near the "Excelsior," is beautiful in its rich tints of blue; and "Prismatic" Lake, also near at hand, is another wonderful display of color. The latter is said to be the largest body of hot water in the world.

### **The Upper Geyser Basin and its Wonders.**

About five miles above the "Excelsior" Geyser we come to the Upper Geyser Basin. Here, in a nearly level tract inclosed by low hills, with the Firehole River flowing through it and mainly upon the east side, are found the chief geysers of this marvelous region. The basin has an area of about four square miles and a general elevation of 7,372 feet. Dr. A. C. Peale (in Hayden's *Report*) enumerates 440 springs and geysers within this territory, including twenty-six distinct geysers. There had been discovered within the park previous to 1878, according to the same authority, 2,195 springs and geysers, including seventy-one active geysers. These figures resulted from only a partial survey of the region. The Upper Basin group includes, with others, the following: "Old Faithful," "Castle," "Bee Hive," "Giant," "Giantess," "Grotto," "Grand," "Oblong," "Splendid," "Comet," "Fan," "Riverside," "Turban," "Saw Mill," "Lion," and "Lioness." These are scattered over the surface of the basin, chiefly along the river-bank, "Old Faithful" being at the southern extremity, and the "Fan" and "Riverside" at the northern end, near where the wagon road enters the basin. The "Grotto," "Giant," "Oblong," and "Castle" are near the road. The "Bee Hive," with its handsome cone, from which the geyser takes its name, together with the "Giantess" and "Lion" group, is upon the opposite side of the river from the hotel.

Of the geysers above mentioned, the "Giant," "Grand," and "Turban" have lately become inactive. Many beautiful springs are in proximity to the geysers, forming objects of interest second only to the mammoth fountains of hot water. The springs have generally great depth and clearness, and the beholder can examine minutely the delicate formations far beneath the surface. The edges are in many cases scalloped and variously tinted, causing the deep blue spring and its exquisitely colored border to resemble a mammoth flower. One spring bears the appropriate name of the "Morning Glory." Another very beautiful spring is situated quite near the "Castle" Geyser. There is no hour when the subterranean forces are inactive, and the Upper Geyser Basin at all times presents a strikingly weird scene. Strange sights and sounds greet the stranger on every side. Clouds of steam arise from a dozen different localities, some of the springs being hidden in the timber which covers the neighboring mountain-sides.

#### **From the Upper Geyser Basin to Yellowstone Lake.**

Resuming our wagon journey through the park, we first retrace our way to the Lower Geyser Basin, going by a more direct route than we came. From that point we ascend the East Fork of the Firehole, or Nez Perces Creek, for a distance of ten miles, and then cross the mountains, reaching an elevation of 8,336 feet at Mary's Lake. Descending the east slopes into Hayden valley, some fine views are had of Mount Washburne and Dunraven Peak. On approaching the Yellowstone River, the road forks, one branch going northward to the Falls and Grand Cañon, and the other southward to the lake. We take the latter route, and ride for about eight miles farther, at no great distance from the river. A mile or two south of the place where the roads fork, we come to a remarkable cluster of mud geysers and springs. One

situated just west of the road is at the bottom of a pit about twenty feet deep. The waves of hot and steaming mud surge outward with great energy from a cavernous opening. The others are upon the east side of the road, between it and the river. One geyser is particularly active, throwing up sprays of mud almost continuously.

### Yellowstone Lake.

Yellowstone Lake, the largest body of water in North America at this altitude (7,740 feet), and one of the largest in the world at so high an elevation above sea level, presents a superficial area of 139 square miles and a shore line of nearly 100 miles. It is shaped roughly, like an outspread hand, with a clearly defined though overgrown thumb, but with hardly the regulation number of fingers. The outlet is at the wrist, and the new hotel is pleasantly situated a short distance therefrom. It occupies a bold bluff upon the shores of the lake, and overlooks a wide expanse of its fair surface and the beautiful mountains beyond. The lofty summits in the southward extension of the Absorakas, culminating in Mounts Doane, Langford, Stevenson, Silver Tip, Chittenden, and Cathedral Peak, — all over 10,000 feet high, — and Eagle Peak, — which rises to the still greater height of 11,100 feet, — occupy the southeast corner of the park reservation beyond the lake. Between two and three miles from the hotel is the Natural Bridge, which has been worn out by a little stream which descends from the mountains to the lake; and at the "Thumb," seventeen miles distant, is another group of geysers.

On leaving the hotel at the lake, we shall descend the Yellowstone valley to the Falls and Grand Cañon, about eighteen miles distant. We first retrace our way to the point where we approached the Yellowstone River from Hayden valley. This is about midway on our route. Not far north of this place is Sulphur Mountain, a deposit of

almost pure sulphur 100 feet high. At the base of the hill, and near the road, is a sulphur spring which boils and surges furiously. There are several other springs in the vicinity.

### The Yellowstone Falls.

The new hotel is situated upon an elevated plateau west of the Grand Cañon of the Yellowstone, and about half a mile from the Lower Fall. It is one of the best appointed hotels in the park, and has good accommodations for a much larger number of guests than the old house. At the head of the upper fall, the river has a width of about eighty feet, and the waters plunge over a shelf, between walls that are from 200 to 300 feet in height, upon a partially submerged reef 112 feet below. Dense clouds of spray and mist veil fully one third of the cataract from view.

Half a mile below is the Lower or Great Fall, which is grander and more impressive than the other, though not more picturesque. Here the waters pour into the fearful abyss of the Grand Cañon, the sheer descent being 300 feet. The wooded slopes of the gorge tower far above the flood, and one has to descend a steep incline to reach a platform which serves as a good view point at the verge of the fall. The best views, however, are had farther down the trail, where many jutting points afford an outlook into the wonderful cañon. Clouds of mist ascend from the foot of the falls, and the walls are covered with a rank growth of mosses and *algæ*. Midway between the two falls the road crosses Cascade Creek, which flows down to the Yellowstone from the slopes of Mount Washburne. There are here three beautiful little falls known as the Crystal Cascades, 129 feet in height; and directly beneath the bridge is the "Grotto Pool."

### The Grand Cañon of the Yellowstone.

The cañon may be well considered the greatest of the park marvels. The height of

the plateau at the falls is about 7,800 feet. It increases slightly northeastward, until, in passing the mountains, it has an elevation of about 8,000 feet. Thence northward it decreases in height rapidly, and at the mouth of Tower Creek it reaches but 7,200 feet. At the head of the Upper Fall, the river level is but a few feet below the top of the plateau. This fall adds 112 and the Lower Fall 300 feet to the depth of the chasm. From the foot of this fall to the mouth of East Fork, the total descent is 1,304 feet in a distance of twenty-four miles, being an average of 54.3 per mile. As far as the extremity of the Washburne Mountains, a distance of twelve miles, the cañon continues to increase in depth, both by the fall of the stream and the rise of the plateau; and the extreme depth, 1,200 feet, is attained at this point. Thence the depth decreases rapidly, and at the mouth of Tower Creek it is but 500 or 600 feet deep on the west side, and about 1,000 feet on the east side. Cold topographical facts and figures are quickly forgotten when the beholder gazes down into the gigantic rift. Neither pen nor pencil can do justice to its stupendous grandeur or its marvelous coloring, wherein it differs essentially from any similar scenic feature of the world's diversified surface.

### At the Mammoth Hot Springs Again.

Tuesday will be devoted in part to the journey from the Grand Cañon Hotel to Mammoth Hot Springs. The route is *via* the Norris Geyser Basin Hotel, twelve miles distant from the cañon. An excellent road extends across from the Yellowstone to the Norris Basin, where we reach the thoroughfare by which we journeyed southward, so that the farther ride of nineteen miles is over familiar ground. About midway on the route from the cañon to Norris Geyser Basin are the Virginia Cascades, which are situated on the upper waters of the Gibbon. The stream courses down a rocky incline for 200 feet or more; and the road, after approaching the

cascade at the top, descends the hill in front of the fall. Just beyond, the road makes a sharp bend around a rock barrier called Cape Horn.

The parties will reach the hotel at Mammoth Hot Springs Tuesday afternoon, and remain until noon of the following day.

### From the National Park Westward.

After the tour through the Yellowstone National Park, the party will leave Mammoth Hot Springs on the afternoon of Wednesday, September 24, returning to Cinnabar by stage, and from that place to Livingston by rail. At the latter point we resume our western journey on the main line of the Northern Pacific Railroad. Climbing the picturesque Belt Mountains, we go through a tunnel 3,500 feet in length, at an elevation of 5,572 feet, and upon the west side of the range come first to Fort Ellis and then to Bozeman, one of Montana's most flourishing cities. Ninety-eight miles west of Bozeman is Helena, the capital of the State and a city of nearly 20,000 inhabitants. Not far west of Helena we begin the ascent of the main range of the Rocky Mountains, and twenty-one miles distant from that city pass through the Mullan Tunnel, at an elevation of 5,548 feet above the sea, emerging upon the Pacific slope. The region lying west of the mountains and south of the railroad is very rich in minerals, and there are many productive gold mines in the tributary country. We descend Hell Gate River to Missoula, and at no great distance west of that place the road crosses several deep defiles. One of these, Marent Gulch, is crossed by a trestle bridge 866 feet long and 226 feet high. Surmounting the Bitter Root Mountains, we leave the State of Montana, and enter Idaho. This Territory comprises 86,294 square miles, and its population is nearly 50,000, exclusive of 5,000 Indians. The road follows down Clark's Fork, a swift and turbulent stream, for a considerable



distance, passing through a number of bold rock gorges, where road building was both difficult and costly. Turning northwest, the road rounds the lovely Lake Pend d'Oreille. This is a beautiful sheet of water amid the mountains. The railroad traverses a narrow strip of the Territory of Idaho, the distance from the eastern to the western border being about seventy-eight miles only.

### **Spokane Falls.**

Entering Washington, we traverse a broad plain, and nineteen miles west of the State line reach Spokane Falls, one of the oldest as well as one of the most flourishing inland cities of the Pacific Northwest. The falls themselves are in the city, and furnish water-power for flouring mills and other extensive manufacturing interests. Although nearly destroyed by a fierce conflagration last year, the place has been rebuilt already, and in a most substantial way. The Spokane River is a tributary of the Columbia, and forms the outlet of Lake Cœur d'Alene. West of Spokane Falls are Cheney (named in honor of B. P. Cheney, of Boston), Sprague, and other growing towns.

### **The Cascade Division of the Northern Pacific Railroad.**

The Cascade Mountains divide the State of Washington into two unequal divisions, about two thirds of its area of 69,994 square miles being upon the east side of the range. The rainfall east of the mountains is quite limited, being confined chiefly to refreshing showers in May and June; but west of the Cascade range there is a long rainy season, extending through the autumn, winter, and early spring months. Washington and Oregon are practically alike, and the great Columbia River basin embraces a part of both. Within the limits of this section, which may be roughly estimated as being 150 miles wide and nearly 500 miles long, there are a score of valleys, some of

which are larger than certain European principalities. The conditions are, in a large part of the tract, excellent for cereal crops, and wheat is a leading product. The Cascade range is a broad volcanic belt, and a continuation of the Sierra Nevada of the lower country. From forty to seventy miles westward is a lower range lying along the coast. Within this basin, nearly 400 miles long, are many fertile valleys and the great timber area of the Puget Sound district. The Cascade Division of the Northern Pacific Railroad leaves the old line at Pasco, three miles from Ainsworth, and opens more direct communication with the tide waters of the Pacific Ocean, and also establishes a through line over the company's own roadway. Crossing the Columbia River, the road ascends the Yakima, one of its tributaries, for a distance of 165 miles. This stream rises in the Cascade Mountains, and flows through a rich agricultural region, which is an empire in itself. The valley is fast being settled, and North Yakima and Ellensburg are already large and flourishing towns. The Yakima Cañon, fifteen miles in length, is about seventy miles east of the mountains.

At an elevation of 2,809 feet we pass through the Stampede Tunnel, which has an extent of 9,850 feet, and is lighted by electricity. In the descent on the west slopes the views down into the ravines and across to the summits of the mountains are varied and grand. The great snow-covered dome of Mount Tacoma (elevation 14,444 feet) is the dominant feature, and there are many glorious glimpses of this beautiful mountain form. The Green River, a pure mountain stream, with here and there in its lower reaches deep, green pools, is followed for a considerable distance down the west side, and later the more peaceful Puyallup is reached. The road runs in proximity to the great coal fields on both sides of the mountains, and also through the great hop-growing district of Washington. Following the Puyallup River to its mouth, we reach the Pacific Coast terminus of the road at Tacoma

### Puget Sound.

We shall spend several days upon and near Puget Sound, sailing through its entire extent and visiting its important ports. The sound has an area of 2,000 square miles, with an irregular shore line of 1,800 miles. The shores are generally densely wooded with gigantic fir trees, and at several points are immense saw mills. There are many islands, and for the most part they are covered with timber like the mainland. There is deep water everywhere, and at hundreds of places large ships could be loaded directly from the shore if necessary. The lumber and coal trade of the sound is very great and constantly increasing. The shores of the sound are in many places abrupt, and high mountains seem to environ this beautiful body of water. From Commencement Bay, at its southern extremity, and also on the broader part of the sound, Mount Tacoma assumes a majestic appearance; while farther north Mount Baker replaces it with its handsome cone of snow. The latter is situated in the northern part of Whatcom county, near the line of British Columbia, about thirty miles from the sound, and has an elevation of 10,719 feet. At the head of the broad peninsula west of the sound, extending towards the Strait of Juan de Fuca, and forming the northwestern extremity of Washington, is the noble Olympic range of mountains, from 6,000 to upwards of 8,000 feet in height.

### Tacoma.

This is a large and flourishing place, of nearly 40,000 inhabitants, that assumes special importance from the fact that it is the Pacific Coast terminus of the Northern Pacific Railroad. The city has a commanding position upon a high bluff, or rather upon a series of terraces, the first of which rises abruptly from the bay. The highest point in the town is 300 feet above the level of the sound, and upon the elevations are

many handsome residences and public buildings. During our stay here we shall make our headquarters at The Tacoma, a large and elegant hotel, which has a magnificent outlook across the bay and up the Puyallup valley. The valley vista terminates with the great snow dome of Mount Tacoma. Mr. C. B. Wright, of Philadelphia, through whose judgment, chiefly, the site of Tacoma was selected as the terminal point of the Northern Pacific Railroad, has done much in beautifying the place.

### Seattle.

Leaving Tacoma on one of the steamers of the Oregon Railway & Navigation Company's Puget Sound line, the party will proceed to Victoria *via* Seattle and Port Townsend. The city of Seattle, on the east coast of Elliot Bay, twenty-five miles from Tacoma, is a bustling place of about 40,000 inhabitants, which is constantly increasing in size and importance. A terrible conflagration destroyed nearly the entire business section of the place June 6, 1889, but the city is rising from its ashes handsomer than ever. The suburbs of the city extend to the beautiful shores of Lake Washington, a body of fresh water some thirty miles in length, and only two miles from the sound. The party will pay a visit to Seattle on the return from Victoria, and will stay at the Hotel Rainier.

### Port Townsend.

The port of entry of Puget Sound is a growing town, pleasantly situated, partly upon and partly under a high bluff. From its nearness to the ocean, and the prospects of an early railway connection with the outside world, it is likely at no distant day to rival its Puget Sound neighbors in importance.

### Victoria, the Capital of British Columbia.

British Columbia, which extends from the Rocky Mountains to the Pacific, and from

the northern boundary lines of Washington, Idaho, and Northwestern Montana to Alaska and the Arctic Ocean, comprises about 350,000 square miles. Victoria, the capital of the Province and a beautiful city of 10,000 inhabitants, is charmingly situated at the southeastern extremity of Vancouver Island. The city presents many interesting features to the stranger; and, in order that they may be fully inspected, a carriage ride will be had, in the course of which the government naval station at Esquimalt, the famous Gorge, and the various places of interest within the city will be visited. The government buildings, five in number, and built in Swiss style, comprising the Parliament House, government printing-office, land and works departments, government offices, messenger's residence, and the provincial museum, occupy a prettily adorned square just across James's Bay. There is a populous "Chinatown," and mingled with the Mongolians on the streets are many Songhish Indians. During our sojourn in Victoria we shall stay at the Clarence Hotel.

#### **From Tacoma to Portland.**

Returning to Tacoma by steamer, we shall have an opportunity to inspect that city, after which we shall proceed to Portland over the Pacific Division of the Northern Pacific Railroad. The distance is 145 miles, and at Kalama, the train is ferried across the Columbia River.

#### **Portland.**

During our visits to this city the new and magnificent hotel, The Portland, will be made our headquarters. This establishment has been erected by a company of citizens at a cost of about \$750,000, and is one of the finest hotels on the Pacific Coast. It occupies a whole square in one of the pleasantest and healthiest sections of the city, and has been furnished in a lavish manner. Its manager is Mr. Charles E. Leland, a

member of a famous hotel-keeping family, and personally popular through his connection with well-known Eastern hotels. Portland has progressed rapidly within the past few years. Populous suburbs are growing up on the east or opposite side of the Willamette, in connection with the railroad shops, flouring mills, and other manufacturing establishments. The present population numbers nearly 75,000. Portland has sixty miles of paved streets and twenty miles of street railway. Although Astoria was settled as early as 1811, the first white man is supposed to have landed upon the present site of Portland in 1843. The business thoroughfares are lined with fine edifices, and some of the residences on the upper streets are very tasteful, as well as elegant and costly. The city contains twenty evangelical and two Catholic churches, besides four of the former class in East Portland. The Chinese form a large element in the population, and have numerous shops on Second street. From the slopes in rear of the city there are superb views of the Willamette valley and of the two beautiful mountains, Mount Hood and Mount St. Helen's. A carriage ride will aid the visitors in gaining a comprehensive idea of the handsome city.

### The Columbia River.

Thursday morning there will be a transfer from the hotel to the Ash street wharf, where the party will take a steamer for the trip down the Willamette River, and up the noble Columbia. The scenery upon the Columbia is unlike anything seen in our previous travels. It is unique and picturesque, often sublime. The great river breaks through the gigantic barrier of the Cascade Mountains, and for fifty miles is guarded by huge walls of stone or lonely, forest-clad slopes. There are few settlements, and the beholder looks upon Nature in her wildest and grandest aspects. There are many fine views of Mount Hood to be had from the steamer. As the river at the cascades



is unnavigable, there is a transfer by a narrow-gauge railway; and at a landing six miles above the point of departure we take a second steamer. The scenery on the lower river is grandly picturesque. On the Willamette River, three miles from its mouth and nine miles below Portland, there is a glorious mountain view—five giant peaks being seen at once. Fifty miles east is the beautiful white cone of Mount Hood, 11,025 feet high, one of the most stately and impressive peaks in America; sixty miles northeasterly, Mount St. Helen's, 9,750 feet high; seventy-five miles distant and a little farther eastward, Mount Adams, 9,570 feet; seventy-five miles southeasterly, and peering over the low ranges, Mount Jefferson, 9,020 feet; and 100 miles north, with its superior height dwarfed by the distance, Mount Tacoma, 14,444 feet above the sea. Vancouver, a handsome town, occupying the site of old Fort Vancouver and still an important military post, is passed a few miles above the junction of the Columbia and the Willamette. On the Oregon shore are several cascades which almost rival in loftiness those in the Yosemite valley. Multnomah Fall makes two great plunges before it reaches the river, 800 feet in all; and Oneonta is another beautiful fall nearly as high. A third cascade bears the name of the Bridal Veil, and a fourth that of Latourelle. Flashes of foam, high amid the trees of the mountain-side, mark the presence of many unnamed and unvisited cascades. Cape Horn is a tongue of forest-clad mountain that projects into the river from the north bank, and forms, just above it, a picturesque little bay. Castle Rock, the Pillars of Hercules, and Rooster Rock are strange rock forms near the shore.

Dalles City will be reached about 5.00 P. M. Supper will be provided at the Umatilla House, and in the evening the passengers will go on board sleeping-cars, in which they will return to Portland in the night over the Oregon Railway & Navigation Company's line.

### From Portland to San Francisco.

Leaving Portland by rail, we shall proceed by the Southern Pacific Company's Mount Shasta route to San Francisco. We first ascend the broad and fruitful Willamette valley, passing through Oregon City, Salem, Albany, and other towns of importance. At Oregon City the falls of the Willamette are seen. Salem is the capital of the State. Crossing from the Willamette valley to that of the Rogue River, the road ascends the latter through several pretty towns, and not far beyond Ashland reaches the great wall of the Siskiyou Mountains. There are two long tunnels through which the railroad runs. The old stage road passed over the mountains at an elevation of 4,300 feet. The California State line is crossed not far from Cole's, which was formerly a famous stage station. The road descends to the Klamath valley, and at many points the outlook is grand in the extreme. The gigantic snow-covered mass of Mount Shasta stands out boldly in the northern approach, especially when seen from the Shasta valley or from Strawberry valley. Mount Pitt (9,500 feet), Goose Nest (8,500 feet), Muir's Peak, or Black Butte (6,150 feet high), and the Scott Mountains (9,000 feet), as well as the Siskiyou range, through which we have passed (from 6,000 to 8,000 feet), are also prominent objects; but the magnificent presence of Shasta dwarfs them all. For many hours the train is near this lofty peak, passing, in fact, upon three sides of the mountain. Viewed from the north, it appears to rise almost from a level plain; and at Sisson's, where the traveler is only eight miles distant, the mountain also assumes gigantic proportions. There are two summits, one of which is 14,442 feet, and the other 12,940 feet high. At Acme the railroad has an elevation of 3,902 feet. The scenery along the upper Sacramento is very picturesque. There are numerous cascades amid the forest-clad slopes, and looking backward many grand glimpses are caught of the noble mountain peak. Mossbrae Falls are among the prettiest of the

cascades bordering the Sacramento. The Klamath, the second largest river in California, was crossed not far south of the Oregon line; and the Pitt River empties into the Sacramento near Redding. Descending the broadening valley of the Sacramento, the road passes through a dozen or more large towns, including Red Bluff, Tehama, Chico, and Marysville before it joins the Southern Pacific Company's main line near Sacramento. The route takes the traveler thence through Sacramento, Elmira, Suisun, and Benecia, across the Straits of Carquinez on the huge ferry-boat "Solano," from Port Costa along the shores of the bay to Oakland, and then by a steam ferry across the water to his destination.

### **The Palace Hotel.**

The gigantic and magnificent Palace Hotel will be our headquarters during the stay in San Francisco. This is not only one of the largest hotels in the world, but one of the costliest and most elegant in its interior finish. In one edifice it covers the block bounded by New Montgomery, Market, Annie, and Jessie streets, occupying an area of 96,250 feet; and the distance around its outer wall is exactly one quarter of a mile. In addition, the Grand Hotel, on the opposite corner of Market and New Montgomery streets, has been absorbed in this colossal hostelry. Compared even with the largest hotels in Eastern cities, The Palace seems of vast proportions. There is a promenade on the roof of a third of a mile. The visitor is first ushered into the grand central court. This is a noble inclosure, 144 by eighty-four feet, seven stories high, and roofed with glass, into which carriages are driven. Ornamental balconies run around the four sides at each floor, and choice tropical plants relieve the glaring white of the marble fabric. About the ground promenade are grouped the office, reception-parlors, reading-rooms, breakfast and dining rooms, etc., with spacious communicating hallways; the chief parlors being upon the second floor. The rooms are very large, and

all of them are handsomely furnished. The building having cost six millions of dollars, another half million was expended for furniture and carpets, and recently one hundred thousand dollars have been put out in alterations and improvements. The lowest story has a height of over twenty-seven feet, and the topmost sixteen. The hotel is under the management of Mr. S. F. Thorn.

### San Francisco.

The metropolis of the Pacific Coast is a handsome city, and naturally of a cosmopolitan character. In some particulars, and notably in its street-car service, which consists mainly of "cable roads," it is in advance of the older cities of the country, while the beautiful Golden Gate Park is deservedly an object of pride to the citizens. The greatest curiosity in the city is the Chinese quarter, a rectangular block, seven squares in length by three and four in breadth. It is near the business centre, and only a few blocks away from the palaces of the railway millionaires. The houses are nearly all tall, decayed buildings, swarming with tenants. The blocks are cut up into sections by narrow alleys, and filled with squalid, underground dens, and attics whose overhanging dormer windows shut out all but a slender patch of sky. The cellars are occupied by shops, factories, or opium dens. The main streets are lined by the stores of the large Chinese merchants. You find yourself in a populous corner of China. Even the fronts of the houses have assumed a Celestial aspect, not only in the signs and placards at the windows and shop-fronts, but in the altered architecture and decorations. An interesting experience is to spend a half-hour in watching the performances at a Chinese theatre, and listening to the ear-piercing, mournful music, and then adjourn to a neighboring restaurant, drink genuine Chinese tea in Celestial style, and taste the cakes, preserved watermelon, and sweetmeats. In all the stores and other

portions of the Chinese quarter, Eastern visitors are received with the greatest courtesy. The members of the party will have a carriage ride to Golden Gate Park, the Cliff House, etc.

### San Rafael.

There will be ample time for inspection of San Francisco, and also for excursions to some of the celebrated resorts in the vicinity. The earliest of these will be a visit to the new and elegant Hotel Rafael, in San Rafael, fifteen miles north of the city. In going thence the party will take the San Francisco & North Pacific Railroad, crossing the beautiful bay to Tiburon by ferry, and going thence by rail. The town of San Rafael is situated in a picturesque vale at the foot of Mount Tamalpais, one of the loftiest of the Coast range of mountains. The party will remain at San Rafael from Tuesday until Wednesday, when it will return to San Francisco, only to start upon another out-of-town trip.

### Santa Cruz.

Taking the Alameda ferry at the foot of Market street, we shall proceed over the Southern Pacific Company's narrow-gauge railway to Santa Cruz, passing through Santa Clara, San Jose, Los Gatos, and the celebrated grove of big trees near Santa Cruz. This route is bordered by characteristic California valley and mountain scenery of surpassing beauty. The "Big Trees" form a grove of considerable extent, and the road runs within a few rods of the largest of them. They are gigantic redwoods, and in some cases actually rival, both in girth and height, the famous *Sequoia Gigantea* of the Mariposa forests. The Pacific Ocean House, Pope House, or Sea Beach Hotel will be made a sojourning-place until the succeeding day. One feature of the stay will be a carriage ride along the romantic cliffs, and to other points of interest.



### Monterey and the Elegant Hotel del Monte.

Leaving Santa Cruz Thursday afternoon, we shall proceed by the way of Pajaro to Monterey, arriving at the famous Hotel del Monte in the early evening. Five days are assigned to this beautiful resort, and the sojourn here is sure to prove one of the most delightful features of the whole trip. The Hotel del Monte is situated in a picturesque grove of ancient trees, and nature has supplemented art in providing every appointment and surrounding that contributes to the health, comfort, and pleasure of the guest. A great expanse of grove and garden, considerably over 100 acres in extent, has been beautified in every fascinating way known to the art of the landscape gardener; and the visitor may wander for hours amid flowers and under the green mantling of nature's choicest foliage. A little walk farther brings one to the matchless beach and the great bathing-house, where the sea-water, tempered by artificial heat to a comfortable degree, is introduced into vast swimming tanks, forming a paradise for the bather. Outward, the eye gazes upon a bay of matchless beauty, bordered by sloping hills of green, with far-away mountains.

The hotel is a model of elegance, comfort, and neatness. Everything is scrupulously clean, as if the house were opened yesterday. The new hotel is much larger than the old one, and there was no money spared in making it complete to the minutest detail. The public rooms, comprising the dining-room, parlors, ballroom, etc., are large and airy, and the roomy verandas are also of wide extent. The guest-rooms are likewise commodious and finely appointed. The house has less an air of the American watering-place hotel than travelers encounter at large caravansaries in general, and one might almost imagine that he is a guest at some palatial English home, with its surroundings of park and flowers. There are, nevertheless, 430 rooms in this grand estab-



lishment, and the dining-room will seat 500 persons with comfort. The Hotel del Monte is under the experienced management of Mr. Geo. Schönewald.

A mile away is the old historic town of Monterey, the first capital of California, and still containing many relics of Spanish, Mexican, and early American occupation. Four miles distant, and reached either by railway or carriage road, is Pacific Grove, and below that point lie Moss Beach, Cypress Point, Pebble Beach, and other delightful bits of shore scenery. Good roads abound, and a splendidly equipped stable is among the appointments of the hotel. The famous "eighteen-mile drive" includes the places we have mentioned and other picturesque points. Carmel Mission, established by Father Junipero Serra in 1770 and the second oldest of the Franciscan religious stations established in California, is about eight miles from the Hotel del Monte. As the tickets returning from California eastward are good for six months, persons will be able to prolong their stay at Monterey if they desire, without sacrificing any part of their ticket.

### San Jose and Mount Hamilton.

Returning from Monterey by the Southern Pacific Company's road on Tuesday, October 21, a visit will be paid to the handsome and flourishing city of San Jose. The new and elegant Hotel Vendome, which was completed two seasons ago and is at present under the able management of Colonel J. R. Bowler, will be made the headquarters of the party. Wednesday will be devoted to a stage excursion to the Lick Observatory, on the summit of Mount Hamilton, and return. The trip will be made in the roomy and comfortable vehicles owned by the Mount Hamilton stage company. The stage road is one of the most remarkable in America. The elevation of the observatory is 4,209 feet, and San Jose stands eighty feet above the sea level. The air-line distance between the two points is only thirteen miles, but the road is

twenty-six miles in length. The gradient is in all places kept less than six and a half feet in the hundred (343 feet to the mile), this being maintained through a series of turns no less than 367 in number. The observatory, which was founded by Mr. Lick, was erected and fitted up at an expense of nearly \$1,000,000. It is one of the most complete in the world, and contains, with other treasures of science, the world's greatest telescope. The remains of the princely donor rest in the foundation pier of this great instrument. The observatory is under the direction of Professor Edward S. Holden, as President of the University of California.

### Oakland.

Thursday afternoon, October 23, the party will proceed from San Jose by the Southern Pacific Company's line, *via* Niles, to Oakland, and there will be time to see something of this handsome city, and for dinner at the Galindo Hotel, before taking the cars for the southern section of the State. Oakland is San Francisco's most populous suburb, and it is distant from that city four miles by ferry.

### Southern California.

Leaving Oakland on the Southern Pacific Company's main line of railway, in Pullman palace cars, we retrace our way as far as Port Costa, and then turn southward *via* Tracy, Lathrop, etc. The route takes us the whole length of the San Joaquin valley, the counterpart and southerly extension of the Sacramento valley, through which we have entered the State. At a distance of 352 miles from San Francisco and 130 miles from Los Angeles, the famous Loop of Tehachapi is reached. At this point, the railroad, in making its way over the mountains, actually crosses its own line.

The Yosemite valley passengers leave the direct Southern route at Berenda, 178 miles from San Francisco, going thence over a branch railway line to Raymond, and

from the latter place by stage *via* Grant's White Sulphur Springs and the Wahwonah Hotel (formerly Clarke's, or Big Tree station) to the valley.

In Southern California there are practically but two seasons—spring and summer. There is a remarkable equability in the temperature, the Kurosiwo, or Japan current of the Pacific Ocean, tending to cool the shores of California in the summer months, and to exert a warming influence in winter. There have arisen in various places—notably at Pasadena, Santa Barbara, San Gabriel, and San Diego—large hotels of the best class, and the demands of Eastern tourists who are annually flocking to the Pacific Coast in great numbers are now fully met.

### Santa Barbara.

We shall diverge from the direct southern line at Saugus, in order to visit Santa Barbara, one of the oldest and best known health and pleasure resorts on the Pacific Coast. This town, or city, rather, is beautifully situated on the lower slopes of the Santa Ynez Mountains, with a magnificent beach for its ocean front. The best preserved of the old mission churches (established Dec. 4, 1786) is a picturesque feature. The party will make its headquarters at The Arlington, of which Mr. C. C. Wheeler is manager. This hotel is a large and admirably appointed establishment, and has long sustained a high reputation.

### Los Angeles.

On leaving Santa Barbara, we shall proceed to Los Angeles. This is the metropolis of Southern California, and a handsome city, which has more than quadrupled its population within the past few years. It is in the centre of a region abounding in vineyards and orange groves, and the city itself is richly adorned with gardens. There is much in Los Angeles and its neighborhood to see besides the busy streets of the

city itself, which illustrates significantly the remarkable growth and progress of this favored section.

### **San Gabriel and Pasadena.**

Among the most beautiful suburbs of Los Angeles are San Gabriel and Pasadena. We shall visit both places, making our headquarters at the Hotel San Gabriel, East San Gabriel, or at The Painter, in Pasadena. The Hotel San Gabriel, which is large and elegantly appointed, is situated in the midst of an oak grove, and only half a mile from the celebrated mission. Vineyards and orange groves stretch in every direction through the lovely valley, while the towering peaks of the Sierra Madre range wall in the valley at the north.

Pasadena will be inspected in the course of a carriage ride, which will take in all the principal points of that city of groves and gardens. The Raymond, which occupies a noble site in East Pasadena, will not be opened until December 18, and consequently we shall be unable to include it in our regular round of stopping-places. As the return tickets are good for use at any time and upon any train within six months, it is anticipated that many of the members of the party will desire to remain in California for a longer period than the itinerary contemplates, in which case a more intimate knowledge of The Raymond and its many delightful features may be gained. In the course of the carriage ride we shall pay a visit to the Raymond hill, so as to obtain the incomparable view.

### **San Diego and the New Hotel del Coronado.**

San Diego county, with its 14,969 square miles, a larger area than any of the New England States, except Maine, and nearly twice the size of Massachusetts, is the southernmost county of California, and adjoins Mexico. The city of San Diego,

situated upon its southern seacoast and only a few miles from the national boundary line, is the oldest of the California mission towns, the first of the mission churches having been planted there in 1769; but, like Los Angeles, it owes its present importance to recent growth. The development of this region has followed the building of the California Southern Railroad, which forms a part of the Santa Fe system. Three years since, a magnificent establishment for the entertainment of tourists, the Hotel del Coronado, which fronts the ocean across San Diego Bay, was thrown open. The party will remain at this hotel from Saturday until Tuesday. The building of this mammoth hotel marks a new era for this section, since it provides the tourist with new comforts and luxuries. The house is under the management of Mr. E. S. Babcock, Jr., to whose sagacity, energy, and enterprise, chiefly, Coronado Beach owes its wonderful progress. We shall journey southward to San Diego over the Coast Division of the Southern California Railway Company's line (a part of the Santa Fe system), which leads directly from Los Angeles down the coast *via* San Juan Capistrano.

### Riverside.

On leaving San Diego we shall proceed by the way of Orange to Riverside, one of the most beautiful towns in Southern California, and the centre of the orange culture of San Bernardino county. Magnolia avenue, with its double driveways and its borders of villas, gardens, and orange groves for miles of its extent, is one of the most beautiful thoroughfares in America. During our visit we shall sojourn at the leading hotel, The Glenwood.

### Redlands.

We shall also pay a visit to Redlands, another important centre of the orange and grape culture. Redlands is situated on the Mentone Division of the Southern Cali-

fornia Railway Company's line, nine miles east of San Bernardino, and, although dating back no longer ago than October, 1886, is now the third city of San Bernardino county in both wealth and population. It is charmingly environed by grand mountain scenery, and, although a valley town, has an elevation of 1,352 feet above the sea. The famous Bear Valley Lake, which lies hidden in the mountains, furnishes an inexhaustible water supply. We shall proceed from Riverside to Redlands Thursday afternoon, and remain over night at the Terrace Villa.

### The Homeward Journey.

Leaving Redlands early Friday afternoon, November 7, the party will proceed first to San Bernardino, and thence eastward over the main railway line. The route lies over the Southern California and the Atlantic & Pacific Railroads, which form important links in the Santa Fe system, and later over the main line of railway belonging to this company. This will take the tourist through interesting parts of Southern California, Arizona, New Mexico, Colorado, and Kansas. As already explained, the excursion tickets are good to return on subsequent dates. There will be several returning parties under special escort, and the tickets are also valid on any train. After crossing the San Bernardino Mountains by the Cajon Pass, the road traverses the easterly part of the Mojave Desert. The Colorado River is crossed at the Needles, and the traveler passes from California into the Territory of Arizona.

Arizona comprises 113,916 square miles, and is three times the size of the great State of New York. The Atlantic & Pacific Railroad, over which we pass, crosses an interesting section of the Territory, and one which contains many evidences, in the form of ruined cities, of an ancient civilization. There are groups of both cliff dwellings and cave dwellings at no great distance from Flagstaff, and there are also several



remarkable Indian villiages, or *pueblos*, near the line. The road passes through one of these quaint towns — that of Laguna. The San Francisco Mountains, situated near Flagstaff, are very picturesque, and about sixty-five miles distant is the deepest part of the Grand Cañon of the Colorado. At Peach Springs, 122 miles west of Flagstaff, we are still nearer another section of the Grand Cañon, or within twenty-three miles. Thirty-two miles east of Flagstaff the road crosses the Cañon Diablo, an immense, zigzag yawning chasm in the white and yellow magnesium limestone. The bridge is 541 feet long and  $222\frac{1}{4}$  feet high. The famous petrified forests of Arizona are east of Holbrook, and about ten miles from the railroad. The eastern terminus of the Atlantic & Pacific Railroad is at Albuquerque, N. M., but the train continues without change. The line between Arizona and New Mexico is crossed between the stations of Allantown and Manuelito, about 180 miles west of Albuquerque, and the continental divide (elevation 7,257 feet) just east of Coolidge, 130 miles from the same city. The Rio Grande is crossed near Isleta, thirteen miles below Albuquerque. On reaching the main line of the Atchison, Topeka & Santa Fe Railroad, we ascend the valley of the Rio Grande for about fifty miles. The road then passes over the mountains in an easterly direction.

### Las Vegas Hot Springs.

The Hot Springs of Las Vegas, where we shall remain through Sunday and Monday, are situated six miles from the town of the same name, and are reached by a branch line of railway. The springs are renowned for their medicinal qualities, and the baths are largely patronized. The springs are found upon the banks of the Rio Gallinas, which flows down through a picturesque cañon from the Spanish range of the Rocky Mountains. A commanding elevation that rises above the

plateau where the springs are situated, has been selected as the site of the new and handsome hotel, The Montezuma.

### From Las Vegas Eastward.

Returning from the springs to Las Vegas, we resume our journey over the main line of the Atchison, Topeka & Santa Fe Railroad. The Raton Mountains, which form a lateral spur of the Rockies and separate New Mexico from Colorado, are crossed at an elevation of 7,622 feet, 113 miles from Las Vegas. We traverse Colorado for 181 miles, and then enter Kansas, which we cross from west to east, a distance of 486 miles.

Kansas City, where we make a brief halt before proceeding over the Chicago, Rock Island & Pacific Railway, is one of the busiest and most thriving cities of the West and one of the most important railway centres in the country.

Journeying over the Southwestern Division of the Chicago, Rock Island & Pacific Railway, we proceed through portions of Missouri, Iowa, and Illinois, and reach Chicago Thursday forenoon, November 13. We shall remain in this city until afternoon, taking dinner at the Sherman House, and at 3.15 P. M. taking a train at the Dearborn station on the Chicago & Grand Trunk Railway, over which we continue our journey eastward. From Port Huron to Suspension Bridge our route lies over the Great Western Division of the Grand Trunk Railway.

### Niagara Falls.

The party will arrive at Niagara Falls shortly after 9.00 A. M. (Eastern standard time), and will proceed to the Spencer House, where dinner will be had. The stay here will be sufficiently long to permit the visitor to make a round of all the chief points of interest. The cars will depart in the afternoon at 4.48 from the station of the

New York Central Railroad, and the homeward route is over the West Shore Railroad. New York will be reached Saturday morning, November 15.

### Cost of the Tour.

The price of tickets for the excursion, as described in the foregoing pages, will be FIVE HUNDRED AND TWENTY-FIVE DOLLARS. This sum will cover first-class travel over all railway routes, going and returning, with double berth in Pullman or Wagner sleeping-cars; fares on all steamer and stage lines; hotel accommodations according to the itinerary, for the period of the regular tour (sixty-six days), with sojourns at St. Paul or Minneapolis, Mammoth Hot Springs, Lower Geyser Basin, Upper Geyser Basin, Yellowstone Lake, Grand Cañon of the Yellowstone, Tacoma, Seattle, Victoria, B. C., Portland, Or., San Francisco, San Rafael, Santa Cruz, Monterey, San Jose, Santa Barbara, Los Angeles, San Gabriel or Pasadena, Coronado Beach, Riverside, Redlands, Las Vegas Hot Springs, etc.; meals, while traveling, in dining-cars, on steamers, and at hotels or dining-station *en route*; omnibus or carriage transfers from railway stations to hotels, and *vice versa*, or from one station to another, wherever needed (in Chicago, St. Paul or Minneapolis, Tacoma, Seattle, Victoria, Portland, San Francisco, San Rafael, San Jose, Santa Cruz, Santa Barbara, Los Angeles, and San Diego); special carriage rides in Victoria, Seattle, Portland, San Francisco, Santa Cruz, Santa Barbara, and San Gabriel; the stage excursion from San Jose to Mount Hamilton and return; all expenses for transportation, transfer and care of baggage (to the extent of 150 pounds for each full ticket, and seventy-five pounds for each child's ticket, all excess of said amounts being liable to extra charge at customary rates), and services of the conductors—in short, EVERY NEEDED EXPENSE of the entire round trip from New York back to New York.

Price of tickets for the Yosemite trip, THIRTY-FIVE DOLLARS, in addition to cost of ticket for the regular excursion. (See pages following itinerary.)

The cost of an extra double berth (giving an entire section to one person) from New York to San Francisco, is \$28; drawing-room for one occupant, \$76; drawing-room for two occupants, \$48 — \$24 for each passenger; drawing-room for three occupants, entire extra charge, \$20. The side trip from Dalles City to Portland, with sleeping-car accommodations for one night, is included in these rates.

The charges for extra sleeping-car accommodations between San Francisco and Santa Barbara are as follows: Extra double berth, \$2.50; drawing-room for one occupant, \$6.50; drawing-room for two occupants, \$4, or \$2 each; drawing-room for three occupants, entire extra charge, \$1.50.

The cost of an extra double berth for the journey between Los Angeles or San Bernardino and New York is \$21. Drawing-room for one occupant, \$58; for two occupants, \$37 — \$18.50 for each passenger; for three occupants, entire extra charge, \$16.

## ITINERARY.

THURSDAY, September 11. *First Day.*—Leave New York by ferry (from the foot of Jay street, 9.40 A. M., or from foot of West-Forty-second street, 9.55 A. M.), and Weehawken at 10.10 A. M., in cars of the Wagner Sleeping-Car Company, and proceed westward by the West Shore route. On arriving at the station members of the party should check their baggage to St. Paul. The checks will be taken up on the train, and the baggage will be delivered at the rooms of the owners in the hotel in St. Paul. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Lunch at the station dining-rooms, Newburgh; supper at the station dining-rooms, Syracuse.

FRIDAY, September 12. *Second Day.*—*En route* westward. From Suspension Bridge *via* the Great Western Division of Grand Trunk Railway; breakfast at station dining-rooms, Point Edward; from Fort Gratiot westward on Chicago & Grand Trunk Railway; dinner at station dining-rooms, Battle Creek,

Mich.; arrive in Chicago 6.25 P. M.; transfer by Parmelee's omnibuses from the Dearborn station (Polk and Dearborn streets) to the Union station (Canal street, between West Madison and West Adams streets); supper at dining-rooms in Union station; leave Chicago 11.00 P. M., *via* Chicago, Milwaukee & St. Paul Railway, in Pullman palace sleeping-cars.

NOTE.—Railway time changes at Port Huron, Mich., from Eastern standard, or 75th meridian, to Central standard, or 90th meridian, one hour slower.

SATURDAY, September 13. *Third Day.* — On the Chicago, Milwaukee & St. Paul Railway, *en route* through Wisconsin and Minnesota, passing by daylight over the River Division of that line, in view of the bluffs of the Mississippi, Lake Pepin, etc.; breakfast and dinner on dining-car; arrive at St. Paul 1.50 P. M.; transfer by Cook & Son's omnibus line to the Hotel Ryan, Eugene Mehl, proprietor.

NOTE.—Members of the party who desire to remain over Sunday in Minneapolis can continue on from St. Paul, arriving in Minneapolis at 2.35 P. M. There will be a transfer by Mattison's omnibus line from the Chicago, Milwaukee & St. Paul Railway station to the West Hotel, John T. West, proprietor.

SUNDAY, September 14. *Fourth Day.* — In St. Paul or Minneapolis.

MONDAY, September 15. *Fifth Day.* — In St. Paul or Minneapolis. Omnibus transfer to the Union station, and leave St. Paul at 4.15 P. M. and Minneapolis at 4.55 P. M., *via* Northern Pacific Railroad, in Pullman palace sleeping-cars; supper on dining-car.

TUESDAY, September 16. *Sixth Day.* — On Northern Pacific Railroad *en route* through North Dakota and Montana. Meals on dining-car.

NOTE.—Railway time changes at Mandan, North Dakota, from Central standard, or 90th meridian, to Mountain standard, or 105th meridian, one hour slower.

WEDNESDAY, September 17. *Seventh Day.* — Breakfast on dining-car; arrive at Livingston 8.00 A. M.; leave Livingston *via* the National Park Branch of the Northern Pacific Railroad 8.30 A. M.; arrive at Cinnabar 10.18 A. M.; leave Cinnabar by George W. Wakefield's stage line at 10.30 A. M.; arrive at Mammoth Hot Springs Hotel 12.00 M.

NOTE.—The hotels in the Yellowstone National Park are under the management of E. C. Waters.

THURSDAY, September 18. *Eighth Day.* — Leave Mammoth Hot Springs in George W. Wakefield's stages at 8.00 A. M. for the tour through the park; arrive at Norris Geyser Basin 12.30 P. M.; dinner there;

leave Norris Geyser Basin 1.30 P. M., passing near the principal geysers in this basin, including the Mud Geyser, the "Hurricane," the "Monarch," the "Minute-Man," etc., and later near the Gibbon "Paint Pots," Monument Geyser Basin, and the Gibbon Falls; arrive at the Lower Geyser Basin Hotel 6.30 P. M.

FRIDAY, September 19. *Ninth Day.*—Leave Lower Geyser Basin at 8.00 A. M., and visit the "Fountain" Geyser, the "Paint Pots," "Excelsior" Geyser (or "Hell's Half Acre"), "Turquoise" Spring, "Prismatic" Spring, and other objects of interest between the Lower and Upper Geyser Basins; arrive at the Upper Geyser Basin Hotel 11.00 A. M. The hotel is situated near "Old Faithful," the "Bee Hive," "Giantess," "Castle," and others of the great geysers.

SATURDAY, September 20. *Tenth Day.*—Leave Upper Geyser Basin 8.00 A. M.; arrive at Trout Creek at 1.00 P. M.; dinner there; leave Trout Creek 2.00 P. M.; arrive at Yellowstone Lake Hotel 4.00 P. M.

SUNDAY, September 21. *Eleventh Day.*—At Yellowstone Lake.

MONDAY, September 22. *Twelfth Day.*—Leave Yellowstone Lake at 8.00 A. M.; arrive at Grand Cañon Hotel at 12.00 M.

TUESDAY, September 23. *Thirteenth Day.*—Leave Grand Cañon Hotel 10.30 A. M.; arrive at Norris Geyser Basin 12.30 P. M.; dinner there; leave Norris Geyser Basin 1.30 P. M.; arrive at Mammoth Hot Springs Hotel 5.30 P. M.

WEDNESDAY, September 24. *Fourteenth Day.*—Leave Mammoth Hot Springs 2.00 P. M.; arrive at Cinnabar 3.15 P. M.; leave Cinnabar, *via* National Park Branch of the Northern Pacific Railroad, 3.45 P. M.; arrive at Livingston 6.45 P. M.; supper at Albemarle Hotel; leave Livingston 8.15 P. M.

THURSDAY, September 25. *Fifteenth Day.*—*En route* westward on Northern Pacific Railroad; meals on dining-car; arrive at Spokane Falls 5.05 P. M. The train will here be side tracked in order that the city, the falls, etc., may be visited.

FRIDAY, September 26. *Sixteenth Day.*—Leave Spokane Falls at 5.40 A. M., and proceed westward *via* Northern Pacific Railroad; meals on dining-car; arrive at Tacoma 11.00 P. M. The passengers will remain on the cars until morning.

SATURDAY, September 27. *Seventeenth Day.*—Leave Tacoma by steamer 7.00 A. M.; breakfast



and lunch on steamer; arrive at Victoria, B. C., 5.30 P. M.; carriage transfer from the wharf to The Driard, Redon & Hartnegel, proprietors, and The Clarence, W. C. Anderson, proprietor.

SUNDAY, September 28. *Eighteenth Day.*—At Victoria.

MONDAY, September 29. *Nineteenth Day.*—Leave Victoria by steamer at 6.00 A. M.; breakfast on board the boat; arrive at Port Townsend 9.15 A. M.; leave Port Townsend 10.00 A. M.; arrive at Seattle 1.30 P. M.; omnibus transfer from the steamboat wharf to The Rainier, F. D. Ray, manager.

TUESDAY, September 30. *Twentieth Day.*—At Seattle. Carriage ride, visiting the shores of Lake Washington and other attractive parts of the city; omnibus transfer from The Rainier to the station, and at 2.00 P. M. leave Seattle by the Northern Pacific Railroad; arrive in Tacoma 3.55 P. M.; omnibus transfer to The Tacoma, W. H. Lee, manager. Carriage ride, visiting the various points of interest in and about the city.

WEDNESDAY, October 1. *Twenty-first Day.*—At Tacoma. Omnibus transfer to the Pacific avenue station, and at 10.50 A. M. leave Tacoma *via* Northern Pacific Railroad; dinner on dining-car; arrive in Portland 6.30 P. M.; omnibus transfer from the station to The Portland, Charles E. Leland, manager.

THURSDAY, October 2. *Twenty-second Day.*—Omnibus transfer from The Portland to the Ash street wharf, and leave Portland on one of the Oregon Railway & Navigation Company's steamers for the trip down the Willamette and up the Columbia; breakfast and lunch on board the boat; arrive at Lower Cascades 12.00 M.; transfer by narrow-gauge railway to Upper Cascades (six miles), and there take another steamer; arrive at Dalles City 5.00 P. M.; dinner at the Umatilla House, Messrs. Handley & Sinnott, proprietors; go on board Pullman palace sleeping-cars, and return to Portland, *via* the Oregon Railway & Navigation Company's rail-line, in the night.

FRIDAY, October 3. *Twenty-third Day.*—Arrive in Portland at 6.40 A. M.; omnibus transfer to The Portland; carriage ride through the finest residence and business sections of the city and to the park, which affords a grand view of Portland and its surroundings, with Mount Hood, Mount St. Helen's, etc.

SATURDAY, October 4. *Twenty-fourth Day.*—In Portland.

SUNDAY, October 5. *Twenty-fifth Day.*—In Portland.

• **MONDAY, October 6.** *Twenty-sixth Day.*—In Portland. Omnibus transfer from the hotel to the station of the Oregon & California line, and at 4.00 P. M. leave Portland *via* the Southern Pacific Company's new overland all-rail route to California; supper on the cars.

**TUESDAY, October 7.** *Twenty-seventh Day.*—*En route* southward through Oregon and California on the Southern Pacific Company's Mount Shasta route, crossing the Siskiyou Mountains, and passing near Mount Shasta and through the Cañon of the Upper Sacramento by daylight; breakfast and lunch on the cars; dinner at Redding, Cal.

**WEDNESDAY, October 8.** *Twenty-eighth Day.*—Arrive at San Francisco at 7.45 A. M.; coach transfer to the Palace Hotel, S. F. Thorn, manager.

**THURSDAY, October 9.** *Twenty-ninth Day.*—In San Francisco. In the course of the stay in this city there will be a carriage ride, the route being to Golden Gate Park, and thence to the Cliff House, returning *via* Point Lobos road, which overlooks the Presidio, with Fort Point and the Golden Gate in the distance.

**FRIDAY, October 10.** *Thirtieth Day.*—In San Francisco.

**SATURDAY, October 11.** *Thirty-first Day.*—In San Francisco.

**SUNDAY, October 12.** *Thirty-second Day.*—In San Francisco.

**MONDAY, October 13.** *Thirty-third Day.*—In San Francisco.

**TUESDAY, October 14.** *Thirty-fourth Day.*—In San Francisco. Transfer in the coaches of the United Carriage Company from the Palace Hotel to the Tiburon ferry, foot of Market street, and at 11.20 A. M. leave San Francisco by San Francisco & North Pacific Railroad line; from Tiburon at 11.55 A. M. by railway, and arrive at San Rafael 12.20 P. M.; carriage transfer from the station to the Hotel Rafael, W. E. Zander, manager.

**WEDNESDAY, October 15.** *Thirty-fifth Day.*—At San Rafael. Carriage transfer from the Hotel Rafael to the station of the San Francisco & North Pacific Railroad, and leave San Rafael at 12.45 P. M.; arrive in San Francisco (Tiburon ferry) 1.45 P. M.; leave San Francisco (Alameda ferry) at 2.45 P. M. by Southern Pacific Company's narrow-gauge line, the South Pacific Coast Railway; leave Alameda Mole 3.00 P. M.; stop to view the "Big Trees," six miles from Santa Cruz; arrive at Santa Cruz about 7.00

P. M.; to the Pacific Ocean House, J. B. Peakes, proprietor, the Pope House, F. C. Macartney, proprietor, or the Sea Beach Hotel, J. T. Sullivan, proprietor.

THURSDAY, October 16. *Thirty-sixth Day*.—At Santa Cruz. Carriage ride, visiting the beach, cliff, etc. Leave Santa Cruz 4.45 P. M. *via* Southern Pacific Company's broad-gauge line; arrive at Hotel del Monte, Monterey, Geo. Schönewald, manager, 7.25 P. M.

FRIDAY, October 17. *Thirty-seventh Day*.—At Hotel del Monte, Monterey.

SATURDAY, October 18. *Thirty-eighth Day*.—At Hotel del Monte, Monterey.

SUNDAY, October 19. *Thirty-ninth Day*.—At Hotel del Monte, Monterey.

MONDAY, October 20. *Fortieth Day*.—At Hotel del Monte, Monterey.

TUESDAY, October 21. *Forty-first Day*.—At Hotel del Monte, Monterey. Leave Monterey at 1.40 P. M. *via* Southern Pacific Company's line; arrive at San Jose 4.22 P. M.; omnibus transfer to the Hotel Vendome, Colonel J. R. Bowler, manager.

WEDNESDAY, October 22. *Forty-second Day*.—Excursion to the Lick Observatory, on the summit of Mount Hamilton, by stage (the vehicles of the Mount Hamilton stage company being used for the trip), the party leaving the Hotel Vendome in the morning and returning late in the afternoon; dinner at Smith's Creek.

THURSDAY, October 23. *Forty-third Day*.—At San Jose. Omnibus transfer from the Hotel Vendome to the Southern Pacific Company's broad-gauge station, and leave San Jose at 1.05 P. M.; arrive in Oakland (Market street station) at 3.13 P. M.; dinner at the Galindo Hotel; coach transfer to the Sixteenth street station of the Southern Pacific Company's lines; leave Oakland in Pullman palace cars at 6.36 P. M.

FRIDAY, October 24. *Forty-fourth Day*.—Arrive at Bakersfield 6.35 A. M.; breakfast there; cross the Tehachapi Pass and traverse the famous "Loop" by daylight; arrive at Mojave 11.05 A. M.; lunch at the station dining-rooms; from Saugus *via* the Southern Pacific Company's Santa Barbara line; arrive at Santa Barbara 7.05 P. M.; omnibus transfer to The Arlington, C. C. Wheeler, proprietor.

SATURDAY, October 25. *Forty-fifth Day*.—At Santa Barbara. Carriage ride, with visits to the most interesting parts of the city and its surroundings.

SUNDAY, October 26. *Forty-sixth Day.*— At Santa Barbara.

MONDAY, October 27. *Forty-seventh Day.*— Omnibus transfer from The Arlington to the State street station, and at 11.15 A. M. leave Santa Barbara by the Southern Pacific Company's Railroad; dinner at Saticoy; arrive at Los Angeles 4.10 P. M. and at San Gabriel 5.41 P. M., or at Pasadena 5.55 P. M.; transfer to the Hotel San Gabriel, H. R. Warner, manager, or to The Painter, Pasadena, Painter Brothers, proprietors.

TUESDAY, October 28. *Forty-eighth Day.*— At San Gabriel or Pasadena. On one of the days of the stay there will be a carriage ride, with visits to the most picturesque sections of San Gabriel and Pasadena, including The Raymond Hill, Orange Grove avenue, Colorado street, etc.

WEDNESDAY, October 29. *Forty-ninth Day.*— At San Gabriel or Pasadena.

THURSDAY, October 30. *Fiftieth Day.*— Leave San Gabriel at 8.32 A. M. *via* Southern Pacific Company's line; arrive at Los Angeles 8.57 A. M.; omnibus transfer from the Arcade station to The Westminster, O. T. Johnson, proprietor, and M. M. Potter, manager, and The Nadeau, Bonsall & Schreiber, proprietors.

FRIDAY, October 31. *Fifty-first Day.*— In Los Angeles.

SATURDAY, November 1. *Fifty-second Day.*— Omnibus transfer to the Southern California Railway Company's station, and leave Los Angeles, *via* Coast Division of Southern California Company's line, at 8.15 A. M.; arrive at San Diego 12.55 P. M.; transfer by omnibus and ferry to the Hotel del Coronado, Coronado Beach, E. S. Babcock, Jr., manager.

SUNDAY, November 2. *Fifty-third Day.*— At Hotel del Coronado, Coronado Beach, San Diego.

MONDAY, November 3. *Fifty-fourth Day.*— At Hotel del Coronado, Coronado Beach, San Diego.

TUESDAY, November 4. *Fifty-fifth Day.*— At Hotel del Coronado, Coronado Beach, San Diego.

WEDNESDAY, November 5. *Fifty-sixth Day.*— Omnibus transfer from the Hotel del Coronado to the station of the Southern California Railway Company's line, and leave San Diego at 7.30 A. M.; arrive at Riverside 12.37 P. M.; omnibus transfer to The Glenwood, Frank A. Miller, proprietor, and F. W. Richardson, manager.

THURSDAY, November 6. *Fifty-seventh Day.*— At Riverside. Omnibus transfer from The Glen-

wood to the station, and at 2.10 P. M. leave Riverside *via* Southern California Railway Company's line; arrive at San Bernardino 2.45 P. M.; leave San Bernardino, *via* Mentone Branch of the same line, at 3.10 P. M.; arrive at Redlands 3.31 P. M.; omnibus transfer to the Terrace Villa.

FRIDAY, November 7. *Fifty-eighth Day*. — At Redlands. Omnibus transfer from the hotel to the station, and leave Redlands at 2.14 P. M.; arrive at San Bernardino 2.35 P. M.; leave San Bernardino at 3.00 P. M., *via* Southern California Company's line, in Pullman palace cars; supper at Barstow.

NOTE. — Railway time changes at Barstow from Pacific standard, or 120th meridian, to Mountain standard, or 105th meridian, one hour faster.

SATURDAY, November 8. *Fifty-ninth Day*. — On Atlantic & Pacific and the Atchison, Topeka & Santa Fe main line; meals at station dining-rooms *en route* through Arizona and New Mexico.

SUNDAY, November 9. *Sixtieth Day*. — At The Montezuma, Las Vegas Hot Springs.

MONDAY, November 10. *Sixty-first Day*. — Leave Las Vegas Hot Springs by branch line at 8.40 P. M. and Las Vegas, on main line of Atchison, Topeka & Santa Fe Railroad, at 9.20 P. M., proceeding eastward.

TUESDAY, November 11. *Sixty-second Day*. — *En route* eastward through Colorado and Kansas on the Atchison, Topeka & Santa Fe Railroad. Meals at stations *en route*.

NOTE. — Railway time changes at Dodge City from Mountain standard, or 105th meridian, to Central standard, or 90th meridian, one hour faster.

WEDNESDAY, November 12. *Sixty-third Day*. — Arrive at Kansas City 8.00 A. M.; remain during the day, leaving at 5.35 P. M. *via* Chicago, Rock Island & Pacific Railway; breakfast and dinner at station dining-rooms, Kansas City; supper on Rock Island dining-car.

THURSDAY, November 13. *Sixty-fourth Day*. — On Chicago, Rock Island & Pacific Railway *en route* through Iowa and Illinois. Breakfast on dining-car belonging to said line; arrive at Chicago 9.40 A. M.; transfer by Parmelee's omnibus line to the Sherman House; dinner there; omnibus transfer to the Dearborn station of the Chicago & Grand Trunk Railway, and leave Chicago by said line at 3.15 P. M. in Wagner palace cars; supper on dining-car.

NOTES. — Members of the party who return independently from Chicago will be required to exchange

their passage and sleeping-car coupons at the station ticket-offices of the Chicago & Grand Trunk Railway, either at Chicago & Grand Trunk Railway Crossing, Blue Island, or the new Dearborn station (Polk street and Fourth avenue), Chicago, or at the city ticket-office of the Chicago & Grand Trunk Railway, 103 South Clark street, Chicago, E. H. Hughes, agent, to whom all applications in advance for sleeping-berths should be addressed. The regular trains leave Chicago at 3.15 P. M. and 8.15 P. M. Persons desirous of availing themselves of the "stop-over" privilege at Niagara Falls can take the train leaving Chicago at 3.15 P. M., and, arriving at Niagara Falls the next morning, await there the departure of the Atlantic express by the West Shore line in the afternoon. Niagara Falls is the only point east of Chicago or Blue Island Junction where "stop-offs" can be permitted.

Railway time changes at Port Huron from Central standard, or 90th meridian, to Eastern standard, or 75th meridian, one hour faster.

FRIDAY, November 14. *Sixty-fifth Day.*—From Port Huron eastward *via* Great Western Division of Grand Trunk Railway; arrive at Niagara Falls, Clifton, P. O., 8.20 A. M.; breakfast at station dining-rooms; arrive at Niagara Falls, N. Y., 9.06 A. M.; dinner at the Spencer House, Alva H. Gluck, proprietor; leave Niagara Falls, *via* West Shore Railroad (from New York Central Railroad station), at 4.48 P. M.; arrive at Buffalo 5.40 P. M.; supper at station dining-rooms, Johnson Brothers, proprietors; leave Buffalo 6.20 P. M.

SATURDAY, November 15. *Sixty-sixth Day.*—Arrive at Weehawken 7.30 A. M., and at New York, by ferry—foot of West Forty-second street at 7.40 A. M., and foot of Jay street at 7.55 A. M.

The return tickets from San Francisco, Monterey, Santa Barbara, San Gabriel, Los Angeles, Pasadena, San Diego, or any other point in Central or Southern California (inclusive of coupons for incidental accommodations and meals) will be *good on any train* for six months, so that persons who desire to remain a longer time in California than is contemplated by the foregoing itinerary, may do so without sacrificing any part of their ticket. There will be several subsequent opportunities to join parties under special escort.



## Distance Table of the Regular Tour.

	MILES.
From New York to Suspension Bridge, West Shore Railroad.....	450
“ Suspension Bridge to Port Huron, Mich., Great Western Division of the Grand Trunk Railway.....	181
“ Port Huron to Chicago, Chicago & Grand Trunk Railway.....	335
“ Chicago to St. Paul, Chicago, Milwaukee & St. Paul Railway.....	410
“ St. Paul to Livingston, Mon., Northern Pacific Railroad.....	1,007
“ Livingston to Cinnabar, Yellowstone Park Branch of Northern Pacific Railroad.....	51
“ Cinnabar to Mammoth Hot Springs, stage.....	7
“ Mammoth Hot Springs to Lower Geyser Basin, stage..	36
“ Lower Geyser Basin to Upper Geyser Basin, <i>via</i> Fountain Geyser and old road, stage.....	12
“ Upper Geyser Basin to Lower Geyser Basin, <i>via</i> new road, Lower Geyser Basin to Yellowstone Lake, <i>via</i> the Trout Creek route, stage.....	45
“ Yellowstone Lake to Grand Cañon Hotel, stage.....	17
“ Grand Cañon Hotel to Mammoth Hot Springs, stage.....	31
“ Mammoth Hot Springs to Cinnabar, stage.....	7
“ Cinnabar to Livingston, Yellowstone Park Branch of Northern Pacific Railroad. ....	51
“ Livingston to Tacoma, Wash., Northern Pacific Railroad (main line).....	904
“ Tacoma to Seattle, Wash., thence to Victoria, B. C., and return to Seattle, Oregon Railway & Navigation Company's Puget Sound Line of Steamers. ....	195
“ Seattle to Tacoma, Northern Pacific Railroad .....	41
“ Tacoma to Portland, Or., Pacific Division of Northern Pacific Railroad.....	145
“ Portland to Lower Cascades, Oregon Railway & Navigation Company's River Line.....	62
“ Lower Cascades to Upper Cascades, Portage Railroad.....	6
“ Upper Cascades to Dalles City, Oregon Railway & Navigation Company's River Line.....	45
Distances carried forward.....	4,038

	MILES.
Distances brought forward.....	4,038
From Dalles City to Portland, Oregon Railway & Navigation Company's Railway Line.....	88
" Portland to San Francisco, Southern Pacific Company's Railway Line.....	772
" San Francisco to San Rafael and return, San Francisco and North Pacific Railway Line.....	30
" San Francisco to Santa Cruz, South Pacific Coast Railroad.....	80
" Santa Cruz to Monterey, Southern Pacific Company's broad-gauge line.....	48
" Monterey to San Jose, Southern Pacific Company's Railway, Coast Division.....	74
" San Jose to summit of Mount Hamilton and return, by stage.....	52
" San Jose to Oakland, Southern Pacific Company's Railway, Coast Division.....	41
" San Francisco to Santa Barbara, Southern Pacific Company's Railway.....	521
" Santa Barbara to Los Angeles, Southern Pacific Company's Railway.....	112
" Los Angeles to San Gabriel and return, Southern Pacific Company's Railway.....	18
" Los Angeles to San Diego, Southern California Railway.....	126
" San Diego to Riverside, Southern California Railway.....	132
" Riverside to San Bernardino, thence to Redlands and return to San Bernardino, Southern California Company's Railway.....	27
" San Bernardino to Barstow, Southern California Railway.....	81
" Barstow to Albuquerque, Atlantic & Pacific Railroad.....	744
" Albuquerque to Las Vegas Hot Springs (139 miles), and Las Vegas Hot Springs to Kansas City (793 miles), Atchison, Topeka & Santa Fe Railroad.....	932
" Kansas City to Chicago, Chicago, Rock Island & Pacific Railway.....	518
" Chicago to Port Huron, Chicago & Grand Trunk Railway.....	335
" Point Edward to Suspension Bridge, Great Western Division of Grand Trunk Railway.....	181
" Suspension Bridge to New York, West Shore Railroad.....	450
Total.....	9,400

It will be seen that none of the incidental carriage rides are included in the forego-

ing enumeration, only the regular journeys by railway, steamer, and stage being taken into consideration.

In the course of the tour the party will pass through the following States and Territories: *States* — New York, New Jersey, Michigan, Indiana, Illinois, Wisconsin, Minnesota, North Dakota, Montana, Washington, Oregon, California, Colorado, Kansas, Missouri, and Iowa (16); *Territories* — Idaho and Arizona (2); and also the Provinces of Ontario and British Columbia in the Dominion of Canada.

### **The Excursion to the Big Tree Groves and the Yosemite Valley.**

It has been deemed advisable to make the visit to the Yosemite valley and the Big Trees a side or supplementary trip, at a slight additional expense, the same as in previous years, rather than include it in the regular round. This course is taken in order that every person may exercise his or her own preference in the matter, not only in reference to making the trip, but also in regard to the time to be occupied in connection therewith. Six days or a longer period, if desired, may readily be taken from the time afforded in the regular itinerary. Six days' absence will give three days within the valley, and also encompass a visit to the Mariposa Grove of Big Trees. Special and very advantageous arrangements have been made for the accommodation of the members of our parties, and the expense of the trip will be comparatively light. A branch railway line extends from Berenda (178 miles from San Francisco and 304 miles from Los Angeles) a distance of twenty-two miles, to the station of Raymond, and stage transportation from that point to the Wahwonah Hotel (formerly Clarke's, or Big Tree station), and thence into the valley, will be furnished by the Yosemite Valley Stage & Turnpike Company. The extension of the railroad towards the valley has materially decreased the stage journey. The whole distance to be

traveled by stage is now only sixty miles—thirty-four from Raymond to Clarke's, and twenty-six from Clarke's to the valley. The cost of the railway and stage trip from Berenda into the valley and return, and including the side trip from the Wahwonah Hotel to the Big Trees and back, for members of the party only, will be only \$35. This sum does not include hotel accommodations, incidental meals, nor excursions in or about the valley. The entire cost of the trip, including all these items, after deducting the value of unused hotel coupons in the regular excursion ticket book, will be less than \$50. Coupon books for hotel board and meals may be obtained at reduced rates from the stage company's agents. Board coupons remaining unused on account of taking the Yosemite valley trip will be redeemed by the conductor of the party, or at our offices in New York, Boston, or Philadelphia.

#### Other Side Trips.

Members of the party who remain in California beyond the period of time covered by the itinerary can make many excursions to distant points. An attractive excursion to the Sandwich Islands in the early spring is contemplated. The round of travel will include a visit to the Island of Hawaii and an ascent of the volcano of Kilauea.

A voyage to Japan, China, or Australia, and return, may be made before the expiration of the ticket limitation.

Many little trips may be taken in connection with our itinerary, and without prolonging the stay. A trip to the Geysers, in Sonoma county, will occupy two days. There are two routes,—one *via* Cloverdale and the other *via* Calistoga,—and the best way is to go by the former and return by the latter.

There are many places of resort in Southern California which are easily reached from Santa Barbara, Los Angeles, Pasadena, or San Diego.

## Subsequent Dates when Parties will Return Eastward from Southern California.

Persons who remain in California longer than the itinerary contemplates, will have two subsequent opportunities to return homeward under special escort, and the tickets are good to return independently and *on any train*. The itineraries of the parties eastward from Los Angeles and The Raymond after November 7 are as follows :—


FRIDAY, December 5.	}	Leave Los Angeles at 12.30 P. M., The Raymond at 12.50 P. M., Pasadena at 1.00 P. M., and San Bernardino at 3.00 P. M., and proceed over the Santa Fe line.
FRIDAY, April 10.		
SATURDAY, December 6.	}	<i>En route</i> through Arizona and New Mexico.
SATURDAY, April 11.		
SUNDAY, December 7.	}	At Las Vegas Hot Springs.
SUNDAY, April 12.		
MONDAY, December 8.	}	At Las Vegas Hot Springs. Leave Las Vegas Hot Springs 8.40 P. M. and Las Vegas at 9.20 P. M.
MONDAY, April 13.		
TUESDAY, December 9.	}	<i>En route</i> through Colorado and Kansas.
TUESDAY, April 14.		
WEDNESDAY, December 10.	}	Arrive at Kansas City 8.00 A. M.; leave Kansas City, <i>via</i> Chicago, Rock Island & Pacific Railway, at 5.35 P. M.
WEDNESDAY, April 15.		
THURSDAY, December 11.	}	Arrive in Chicago 9.40 A. M.; leave Chicago, <i>via</i> Chicago & Grand Trunk Railway, at 3.15 P. M.
THURSDAY, April 16.		
FRIDAY, December 12.	}	Arrive at Niagara Falls 9.06 A. M.; leave Niagara Falls, <i>via</i> West Shore line, at 4.48 P. M.
FRIDAY, April 17.		
SATURDAY, December 13.	}	Arrive at Weehawken 7.30 A. M. and in New York by ferry—foot of West Forty-second St. at 7.40 A. M., or foot of Jay St. at 7.55 A. M.
SATURDAY, April 18.		

Owing to the limited accommodations to be furnished on certain parts of the route, the party will necessarily be restricted in numbers. Tickets must be taken on or before Saturday, September 6, five days previous to the date of departure (Thursday, September 11).

W. RAYMOND.

I. A. WHITCOMB.

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 Tickets for the excursion, additional copies of this circular, and all needed information can be obtained of

**RAYMOND & WHITCOMB, 257 Broadway, New York.**



SEASON OF 1890-91.

*GRAND EXCURSION*

TO THE

PACIFIC NORTHWEST AND CALIFORNIA

VIA THE

NORTHERN PACIFIC RAILROAD,

The Magnificent Overland Route from Oregon to San Francisco, and a Return through  
Southern California, Arizona, New Mexico, Colorado, Etc.

A TOUR OF SIXTY-TWO DAYS

Through the Most Picturesque Regions of the Country, with Halts at Numerous  
Points of Interest.

THE STAY IN CALIFORNIA TO BE EXTENDED IF DESIRED.

Date of Leaving New York, Monday, October 13, 1890.

PRICE OF TICKETS (ALL TRAVELING EXPENSES INCLUDED), \$475.00.

W. RAYMOND,

I. A. WHITCOMB,

296 Washington Street, opposite School Street, Boston, Mass.

RAYMOND & WHITCOMB, 257 Broadway, New York.

ACROSS THE CONTINENT  
BY THE  
NORTHERN PACIFIC RAILROAD,  
AND  
A TOUR OF THE PACIFIC COAST.

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OCTOBER 13 TO DECEMBER 13, 1890.

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A SECOND transcontinental excursion over the Northern Pacific Railroad has been arranged for the months of October and November, a most delightful time for railroad journeying, and a pleasant season to reach the Pacific Coast. The route will be essentially the same that has been fixed for the September trip, except that the Yellowstone National Park is necessarily omitted, as it will be too late to make the round of that elevated region. The trip will extend over the entire length of the Northern Pacific Railroad, including the picturesque Cascade Division. There will be, in addition to the sojourns at Tacoma and Seattle, an excursion on Puget Sound, with visits to Victoria and other points. Portland and the Columbia River will also be included in the round through the Pacific Northwest, and the magnificent Mount Shasta route will be taken on the journey from Oregon to California. After a sojourn in San Francisco, at the famous Palace Hotel, there will be visits to San Rafael, Santa Cruz,

Monterey, San Jose, and Mount Hamilton, and the party will then proceed to Southern California, visiting Santa Barbara, San Gabriel, Pasadena, Los Angeles, San Diego, Riverside, Redlands, etc. The homeward route will be the same as in the other excursion; viz. over the Atchison, Topeka & Santa Fe Railroad system, which includes the Southern California Railway and the Atlantic & Pacific, as well as the main line of road. Leaving Southern California Friday, December 5, the party will reach New York Saturday, December 13. The return tickets will be valid for six months, and passengers will have an opportunity to return over the same route under personal escort in April, or may travel independently on any train.

The excursion will be made thoroughly first-class in all its details. Palace sleeping-cars of the latest and most elegant kind, combining every possible comfort and luxury, will be used in all the long journeys, and the best available accommodations will be furnished the party at every halting-place. California will be reached at a delightful season of the year, when the vineyards and orchards teem with fruit; and the privilege of extending the stay on the Pacific Coast at will is a feature especially worthy of attention. The trip takes a wide scope, crossing the continent through the northern tier of States and Territories, and returning through the southern, the two trans-continental journeys being connected at the Pacific Coast end by a picturesque and comprehensive tour of over 2,600 miles.

### The Outward Journey.

The trip will be outlined very briefly, inasmuch as the route has already been described in connection with the previous excursion. The party will leave New York Monday afternoon, October 13, by ferry from foot of Jay street at 5.00 P. M., or foot of West Forty-second street at 5.15 P. M., and Weehawken at 5.30 P. M., in Wagner

palace sleeping-cars. Every passenger will be entitled to a double berth (half a section). The route westward to Chicago, where the first halt will be made, will be over the West Shore, Great Western Division of the Grand Trunk, and the Chicago & Grand Trunk Railways. The train will reach Chicago Wednesday morning, and the party will remain at the popular Sherman House until the following day. A train of elegant Pullman palace sleeping-cars will then be taken at the Chicago, Rock Island & Pacific station, and the party will proceed over the Albert Lea route to Minneapolis and St. Paul. This line passes through pleasant sections of Illinois, Iowa, and Minnesota. The Mississippi River is crossed on a fine bridge between Rock Island, Ill., and Davenport, Ia.

Arriving at Minneapolis Friday morning, the party will have time to inspect the handsome city during that and the succeeding day. The visitors will make the palatial West Hotel their headquarters, and will have a carriage ride, with visits to the residence sections of the city, the flour mills, lumber mills, Falls of Minnehaha, etc. Sunday will be passed at the Hotel Ryan, St. Paul, and on Monday there will be a carriage ride for the purpose of inspecting the many attractions of that city. Fort Snelling will also be visited.

#### **Over the Northern Pacific Railroad.**

We shall leave St. Paul Monday afternoon by the Northern Pacific Railroad, and journey the entire length of that great transcontinental line, traversing the States of Minnesota, North Dakota, and Montana, the Territory of Idaho, and the State of Washington, a distance of over 1,900 miles. Monday afternoon will be occupied in the ascent of the Mississippi valley. Tuesday morning will find the party in the central part of North Dakota, approaching Bismarck, the capital of the new State. The Missouri River is crossed between that city and Mandan. The famous "Bad Lands" of Dakota will be

passed through the same afternoon, and the Montana line will be crossed soon after. Then follows the journey up the Yellowstone valley. Crossing the Belt Mountains west of Livingston, we descend into the valley of the Upper Missouri, and pass through Bozeman and Helena, two of the largest towns in Montana, the latter being the capital of the State. The road now traverses a portion of the great mining region of Montana, and crosses the main range of the Rocky Mountains. Descending the Pacific slope, the traveler passes through picturesque sections of Montana and Idaho, and then crosses the line into Washington. The prosperous city of Spokane Falls, one of the marvels of the Pacific Northwest, will be reached early Thursday morning, and the day will be passed there. After traversing the western part of the new State, the traveler proceeds over the Cascade Division of the line, crossing the great Cascade range of mountains. Seattle will be reached Friday forenoon, and there will be a transfer to the popular hotel known as The Rainier, where the party will remain until Saturday morning.

#### **Puget Sound.**

Leaving Seattle Saturday morning, on one of the fine steamers belonging to the Oregon Railway & Navigation Company, the party will have an extended trip over Puget Sound, visiting all its chief ports. Sunday will be passed at Victoria, the capital of British Columbia, and Monday will be devoted in part to the return voyage to Tacoma. There will be a halt in this city, The Tacoma being made the place of sojourn until Tuesday.

#### **Portland and the Columbia River.**

We shall leave Tacoma *via* the Pacific Division of the Northern Pacific Railroad, and go through to Portland on Tuesday. Wednesday morning there will be a transfer to the steamer for an ascent of the Columbia River. The trip to Dalles City occupies

the day, and discloses some of the grandest scenery on the continent. Reaching Dalles City towards evening, the party will go on board sleeping-cars, returning to Portland by rail at an early morning hour. In Portland we shall make the new and magnificent hotel, The Portland, our place of abode in both our visits. There will be a carriage ride in the course of the stay, with visits to the finest business and residence sections of the city, and to the elevated park.

#### **“Overland” to California.**

We shall enter upon our railway journey to San Francisco, 772 miles distant, Monday afternoon, November 3, taking a train of Pullman palace cars at East Portland. The road ascends the Willamette valley through the richest and most fruitful section of Western Oregon, and crosses to the valley of the Rogue River, which it ascends to the Siskiyou Mountains. This range lies along the borders of Oregon and California, and southward are the valleys of the Klamath and the Sacramento. The road crosses the former and descends the latter. Near the headwaters of the Sacramento is glorious Mount Shasta, one of the grandest mountain forms in America. For nearly half a day Mount Shasta is seen, the road running upon three sides of it, and at one point it rises in all its beauty and majesty only eight miles distant. There is much picturesque scenery along the Upper Sacramento, and the whole trip through Northern California is exceedingly picturesque. The broader part of the valley is filled with wheat fields, vineyards, and orchards. The approach to Oakland and San Francisco is very pleasant, as the railroad follows for the most part the shores of the bay.

#### **San Francisco.**

The party will reach San Francisco Wednesday, November 5, and proceed at once to the famous Palace Hotel, which will be its place of sojourn during the visit here.



While the programme date of departure is Thursday, November 20, members of the party who desire to prolong their stay at San Francisco, Monterey, or elsewhere can do so, resuming their journey southward at pleasure. The Palace Hotel is one of the most elegant establishments in the world, and San Francisco is a delightful winter city, presenting many features of interest to the stranger, while a great number of pleasant little excursions may be made into the surrounding country.

### **San Rafael.**

There will be time for several side trips from San Francisco, and the earliest will encompass a visit to the delightful suburban resort, San Rafael, and a brief sojourn at its new and elegant hotel. This charming town is within an hour's ride of the metropolis, and yet is as quiet and retired as if it were in the heart of the Sierra. Mount Tamalpais, one of the prominent peaks of the Coast range, rises in front of the town.

### **Santa Cruz.**

Another excursion will include visits to Santa Cruz, Monterey, and San Jose, with a side trip to the summit of Mount Hamilton. The party will first return to San Francisco, and then take the Southern Pacific Company's narrow-gauge line (the South Pacific Coast Railroad). The bay is crossed by the Alameda ferry, and the picturesque railway line extends from Alameda Mole through Newark, Santa Clara, San Jose, and Los Gatos, afterwards crossing the rugged Santa Cruz Mountains. Santa Cruz is a beautiful resort resting upon the shores of the bay, with an endless variety of coast, valley, and mountain scenery. The "Big Trees" of Santa Cruz are passed on the railway ride.

### **Monterey and the Hotel del Monte.**

From Santa Cruz we shall proceed to the famous Hotel del Monte, at Monterey, one of the most beautiful watering-place resorts in the whole world. Five days will

( be devoted to this charming retreat, and, as we have already mentioned, persons contemplating a longer sojourn on the Pacific Coast than our itinerary provides, can prolong their stay. The hotel is a model establishment in all respects, and its surroundings of park, garden, and grove are in themselves worth crossing the continent to see.

### **San Jose and Mount Hamilton.**

Returning from Monterey, the party will pay a visit to the handsome city of San Jose, making its headquarters at the new and elegant Hotel Vendome. From here a stage excursion will be made to the Lick Observatory, on the summit of Mount Hamilton. This is a most delightful trip, occupying a day.

### **Southern California.**

After the sojourn at San Jose, there will be a brief visit to Oakland, and the party will leave that city for Southern California Thursday, November 20, taking the Southern Pacific Company's Railway line. Persons intending to visit the Yosemite valley can do so by leaving a few days earlier. Santa Barbara will be reached Friday, November 21, and there will be a pleasant sojourn at The Arlington. Going from thence to Los Angeles, Monday, November 24, the party will make a visit to the beautiful suburban resorts, Pasadena and San Gabriel. The Hotel San Gabriel, or The Painter, in Pasadena, will be the headquarters of the party, and on one of the days of the stay there will be a carriage ride through Pasadena and its charming surroundings. The hill on which The Raymond is situated will be one of the objective points in this excursion. This hotel, however, will not be open at the time of our visit, the beginning of its regular season being assigned for Thursday, December 18. Pasadena and San Gabriel are among the most favored resorts of Southern California. The climate here

is remarkably mild and equable. Midwinter finds flowers in bloom and fruit ripening on the trees.

Thursday and Friday will be passed in the city of Los Angeles, the beautiful metropolis of Southern California, and on Saturday we shall proceed southward over the new Coast Division of the California Central Railroad to San Diego. The mammoth Hotel del Coronado, at Coronado Beach, which was opened three years ago, will be our place of sojourn during our visit. This is one of the most elegant hotels yet erected on the Pacific Coast, as well as one of the largest.

### **The Homeward Journey.**

Wednesday, December 3, is the programme date for leaving San Diego. As already mentioned, the return portion of the ticket is good for six months, so that members of the party who so desire can extend their stay at any Central or Southern California point at pleasure. Our hotel coupons, which are good at a numerous list of hotels in all parts of the State, can be availed of in this connection.

Leaving San Diego, the party will proceed to The Glenwood, at Riverside, where there will be a sojourn until the following day. Redlands, another beautiful place in the orange region, will also receive a visit. The homeward journey will be begun Friday, December 5. The route to be traversed includes the Southern California, the Atlantic & Pacific, and the main line of the Atchison, Topeka & Santa Fe Railroads, these several roads forming the California system of the "Santa Fe;" the Chicago, Rock Island & Pacific Railway, from Kansas City to Chicago; and the Chicago & Grand Trunk, the Great Western Division of the Grand Trunk, and the West Shore Railroads from Chicago to New York.

Friday's journey will carry the travelers over the eastern stretches of the Mojave

Desert, and Saturday will be devoted to Arizona and New Mexico. This portion of the trip will take the traveler in proximity to the San Francisco Mountains, across the Cañon Diablo, and through a region abounding in other wonders. There are several native *pueblos* near our line of travel, and the neighboring country abounds in ruins which tell of prehistoric occupation. Sunday and Monday will be passed at Las Vegas Hot Springs, a famous health resort in the heart of the mountains of New Mexico. Monday night's journey will lie northward through New Mexico and over the Raton Pass (elevation 7,622 feet) into Colorado. Then Kansas is traversed, and Kansas City will be reached Wednesday morning. The day will be passed in this flourishing city, and late in the afternoon we shall resume our homeward journey *via* the Chicago, Rock Island & Pacific Railway, passing through Missouri, Iowa, and Illinois. Chicago is reached Thursday forenoon. Friday will be passed at Niagara Falls, with ample time to view the great cataract and its surroundings in their winter dress, and the party will arrive in New York the ensuing morning, Saturday, December 13.

The excursion will be carried out in accordance with the following

### ITINERARY.

MONDAY, October 13. *First Day.*—Leave New York by ferry—from foot of Jay street at 5.00 P. M., or foot of West Forty-second street at 5.15 P. M.—and Weehawken at 5.30 P. M., in cars of the Wagner Sleeping-Car Company, and proceed westward *via* the West Shore route. On arrival at the station members of the party should check their baggage to Chicago. The checks will be taken up on the train, and the baggage will be delivered at the rooms of the owners in the hotel. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification.

TUESDAY, October 14. *Second Day.*—Arrive at Suspension Bridge 7.25 A. M., and thence westward *via* Great Western Division of Grand Trunk Railway; breakfast at Grand Trunk Railway station dining-

rooms, Niagara Falls; dinner at station dining-rooms, London, Ont.; from Fort Gratiot, Port Huron, Mich., westward on Chicago & Grand Trunk Railway; supper at station dining-rooms, Point Edward.

NOTE.—Railway time changes at Port Huron, Mich., from Eastern standard, or 75th meridian, to Central standard, or 90th meridian, one hour slower.

WEDNESDAY, October 15. *Third Day.*—Breakfast on Chicago & Grand Trunk dining-car; arrive in Chicago 8.10 A. M.; transfer by Parmelee's omnibus line from the Dearborn station to the Sherman House, J. Irving Pearce, proprietor.

THURSDAY, October 16. *Fourth Day.*—In Chicago. Omnibus transfer from the Sherman House to the station of the Chicago, Rock Island & Pacific Railway (Van Buren street, between Pacific avenue and Sherman street), and leave at 1.00 P. M., in a train of elegant Pullman palace cars, *via* the Rock Island and Albert Lea lines; dinner and supper on the dining-cars of the Chicago, Rock Island & Pacific Railway.

FRIDAY, October 17. *Fifth Day.*—Arrive at Minneapolis 8.25 A. M.; transfer by Mattison's omnibus line from the Minneapolis & St. Louis Railway (Albert Lea route) station to the West Hotel, John T. West, proprietor. Carriage ride, with visits to Minnehaha Falls, the finest business and residence portions of the city, the lumber platform and saw mills, the great flour mills (the largest in the world), the bridge below St Anthony's Falls (affording the best view of the falls), the new Exposition Building, the Suspension Bridge, etc.

SATURDAY, October 18. *Sixth Day.*—Transfer by Mattison's omnibus line from the West Hotel to the Minneapolis & St. Louis Railway station, and leave Minneapolis by said line at 4.25 P. M.; arrive at St. Paul 5.05 P. M.; transfer by J. B. Cook & Son's omnibus line from the Minneapolis & St. Louis Railway station to the Hotel Ryan, Eugene Mehl, proprietor.

SUNDAY, October 19. *Seventh Day.*—In St. Paul.

MONDAY, October 20. *Eighth Day.*—In St. Paul. Carriage ride in the forenoon, with visits to the chief business and residence portions of the city, the Capitol, Summit avenue, the Observatory (midway between St. Paul and Minneapolis, and affording a view of both cities), Fort Snelling, etc.; transfer by J. B. Cook & Son's omnibus line from the Hotel Ryan to the Union station, and at 4.15 P. M. leave St. Paul *via* Northern Pacific Railroad.

NOTE.—During the journey westward meals will be provided in the dining-cars of the Northern Pacific Railroad.

TUESDAY, October 21. *Ninth Day.*—On Northern Pacific Railroad *en route* through North Dakota and Montana.

NOTE.—Railway time changes at Mandan, No. Dak., from Central standard, or 90th meridian, to Mountain standard, or 105th meridian, one hour slower.

WEDNESDAY, October 22. *Tenth Day.*—On Northern Pacific Railroad *en route* through Montana, Idaho, and Washington.

NOTE.—Railway time changes at Hope, Id. Ter., from Mountain standard, or 105th meridian, to Pacific standard, or 120th meridian, one hour slower.

THURSDAY, October 23. *Eleventh Day.*—Arrive at Spokane Falls 5.40 A. M., and remain during the day; leave Spokane Falls at 5.05 P. M., and proceed westward *via* the Northern Pacific Railroad.

FRIDAY, October 24. *Twelfth Day.*—Arrive at Seattle 11.45 A. M.; omnibus transfer to The Rainier, F. D. Ray, proprietor; carriage ride, visiting the shores of Lake Washington and other attractive parts of the city.

SATURDAY, October 25. *Thirteenth Day.*—Omnibus transfer from The Rainier to the wharf, and leave Seattle by steamer at 9.45 A. M.; lunch on board the steamer; arrive at Victoria, B. C., at 5.30 P. M.; carriage transfer from the wharf to The Driard, Redon & Hartnegel, proprietors, and The Clarence, W. C. Anderson, proprietor.

SUNDAY, October 26. *Fourteenth Day.*—At Victoria.

MONDAY, October 27. *Fifteenth Day.*—Leave Victoria by steamer at 6.00 A. M.; breakfast and lunch on board the steamer; arrive at Port Townsend 9.15 A. M.; leave Port Townsend 10.00 A. M.; arrive at Seattle 1.30 P. M.; leave Seattle 2.00 P. M.; arrive at Tacoma 4.00 P. M.; omnibus transfer to The Tacoma, W. H. Lee, manager; carriage ride, visiting the various points of interest in and about the city.

TUESDAY, October 28. *Sixteenth Day.*—In Tacoma. Omnibus transfer to the Pacific avenue station, and at 10.50 A. M. leave Tacoma *via* Northern Pacific Railroad; dinner on dining-car; arrive in Portland 6.30 P. M.; omnibus transfer from the station to The Portland, Charles E. Leland, manager.



WEDNESDAY, October 29. *Seventeenth Day*.—Omnibus transfer from The Portland to the Ash street wharf, and leave Portland on one of the Oregon Railway & Navigation Company's steamers for the picturesque voyage down the Willamette River and up the Columbia River; breakfast and dinner on board the boat; arrive at Lower Cascades 12.00 M.; transfer by narrow-gauge railway to Upper Cascades (six miles), and there take another steamer; arrive at Dalles City 5.00 P. M.; supper at the Umatilla House, Messrs. Handley & Sinnott, proprietors; go on board Pullman palace sleeping-cars, and return to Portland, *via* the Oregon Railway & Navigation Company's rail line, in the night.

THURSDAY, October 30. *Eighteenth Day*.—Arrive in Portland 6.40 A. M.; omnibus transfer to The Portland; carriage ride through the finest business and residence sections of the city, and to the park, which affords a grand view of the city and its beautiful surroundings, with Mount Hood, Mount St. Helen's, etc.

FRIDAY, October 31. *Nineteenth Day*.—In Portland

SATURDAY, November 1. *Twentieth Day*.—In Portland.

SUNDAY, November 2. *Twenty-first Day*.—In Portland.

MONDAY, November 3. *Twenty-second Day*.—In Portland. Omnibus transfer from The Portland to the Southern Pacific Company's station, and leave at 4.00 P. M. in Pullman palace cars *via* the Mount Shasta line; supper on the cars.

TUESDAY, November 4. *Twenty-third Day*.—*En route* southward through Oregon and California on the Southern Pacific Company's Mount Shasta route, crossing the Siskiyou Mountains, and passing near Mount Shasta and through the cañon of the upper Sacramento by daylight; breakfast and lunch on the cars; arrive at Redding, Cal., 7.30 P. M.; dinner at station dining-room.

WEDNESDAY, November 5. *Twenty-Fourth Day*.—Arrive in San Francisco 7.45 P. M.; transfer by the United Carriage Company to the Palace Hotel, S. F. Thorn, manager.

THURSDAY, November 6. *Twenty-fifth Day*.—In San Francisco. The members of the party will have a carriage ride while in San Francisco, the route being to Golden Gate Park and thence to the Cliff House, returning *via* Point Lobos road, which overlooks the Presidio, with Fort Point and the Golden Gate in the distance. This ride may be taken on any day of the stay in San Francisco.

FRIDAY, November 7. *Twenty-sixth Day*.—In San Francisco.

SATURDAY, November 8. *Twenty-seventh Day.*—In San Francisco.

SUNDAY, November 9. *Twenty-eighth Day.*—In San Francisco.

MONDAY, November 10. *Twenty-ninth Day.*—In San Francisco.

TUESDAY, November 11. *Thirtieth Day.*—In San Francisco. Transfer in the coaches of the United Carriage Company from the Palace Hotel to the Tiburon ferry, foot of Market street, and at 11.20 A. M. leave San Francisco by San Francisco & North Pacific Railway line; leave Tiburon by rail at 11.55 A. M.; arrive at San Rafael 12.20 P. M.; carriage transfer from the station to the Hotel Rafael, W. E. Zander, manager.

WEDNESDAY, November 12. *Thirty-first Day.*—At San Rafael. Carriage transfer from the Hotel Rafael to the station of the San Francisco & North Pacific Railroad, and leave San Rafael by rail at 1.40 P. M. and Tiburon by ferry at 2.05 P. M.; arrive at San Francisco 2.40 P. M.; leave San Francisco by Alameda ferry (foot of Market street) at 2.45 P. M. *via* Southern Pacific Company's narrow-gauge line (South Pacific Coast Railway); by ferry to Alameda, and leave there by rail at 3.00 P. M.; arrive at Santa Cruz about 7.00 P. M., after visiting the "Big Trees," six miles from Santa Cruz; carriage transfer to the Pacific Ocean House, J. B. Peakes, proprietor, the Pope House, F. C. Macartney, proprietor, or to the Sea Beach Hotel, J. T. Sullivan, proprietor.

THURSDAY, November 13. *Thirty-second Day.*—At Santa Cruz. Carriage ride, visiting the beach, cliff, etc. Carriage transfer to the station of the Southern Pacific Company's broad-gauge line, and leave Santa Cruz at 4.45; arrive at Hotel del Monte, Monterey, Geo. Schönewald, manager, 7.25 P. M.

FRIDAY, November 14. *Thirty-third Day.*—At Hotel del Monte, Monterey.

SATURDAY, November 15. *Thirty-fourth Day.*—At Hotel del Monte, Monterey.

SUNDAY, November 16. *Thirty-fifth Day.*—At Hotel del Monte, Monterey.

MONDAY, November 17. *Thirty-sixth Day.*—At Hotel del Monte, Monterey.

TUESDAY, November 18. *Thirty-seventh Day.*—At Hotel del Monte, Monterey. Leave Monterey 1.40 P. M. *via* Southern Pacific Company's line; arrive at San Jose 4.22 P. M.; omnibus transfer to the Hotel Vendome, Colonel J. R. Bowler, manager.

WEDNESDAY, November 19. *Thirty-eighth Day.*—Excursion by stage to the Lick Observatory, on the

summit of Mount Hamilton, leaving San Jose in the morning, and returning late in the afternoon to the Hotel Vendome. The trip will be made in the comfortable vehicles owned by the Mount Hamilton Stage Company; dinner at Smith's Creek.

THURSDAY, November 20. *Thirty-ninth Day.*—At San Jose. Omnibus transfer from the hotel to the Southern Pacific Company's broad-gauge station, and leave San Jose at 1.05 P. M.; arrive in Oakland (Market street station) at 3.13 P. M.; dinner at the Galindo Hotel; coach transfer to the Sixteenth street station of the Southern Pacific Company's line; leave Oakland in Pullman palace cars at 6.36 P. M.

FRIDAY, November 21. *Fortieth Day.*—Arrive at Bakersfield 6.35 A. M.; breakfast there; cross the Tehachapi Pass and traverse the famous "Loop" by daylight; arrive at Mojave 11.05 A. M.; lunch at the station dining-rooms; from Saugus *via* the Southern Pacific Company's Santa Barbara line; arrive at Santa Barbara 7.05 P. M.; omnibus transfer to The Arlington, C. C. Wheeler, proprietor.

SATURDAY, November 22. *Forty-first Day.*—At Santa Barbara. Carriage ride, with visits to the most interesting parts of the city and its surroundings.

SUNDAY, November 23. *Forty-second Day.*—At Santa Barbara.

MONDAY, November 24. *Forty-third Day.*—Omnibus transfer from The Arlington to the State street station, and at 11.15 A. M. leave Santa Barbara by the Southern Pacific Company's Railroad; dinner at Saticoy; arrive at Los Angeles 4.10 P. M.; leave Los Angeles *via* Southern Pacific Company's line at 5.10 P. M., and arrive at San Gabriel 5.41 P. M.; or, leaving Los Angeles *via* Southern California Railway Company's line at 5.22 P. M., arrive at Pasadena at 5.55 P. M.; transfer to the Hotel San Gabriel, H. R. Warner, manager, or to The Painter, Pasadena, Painter Brothers, proprietors.

TUESDAY, November 25. *Forty-fourth Day.*—At San Gabriel or Pasadena. On one of the days of the stay there will be a carriage ride, with visits to the most picturesque sections of San Gabriel and Pasadena, including The Raymond Hill, Orange Grove avenue, Colorado street, etc.

WEDNESDAY, November 26. *Forty-fifth Day.*—At San Gabriel or Pasadena.

THURSDAY, November 27. *Forty-sixth Day.*—Leave San Gabriel at 8.32 A. M. *via* Southern Pacific Company's line, or Pasadena at 8.18 A. M. by Southern California Company's line; arrive at Los Angeles 8.57 A. M. *via* the former route, or at 8.50 A. M. by the latter; omnibus transfer from the Arcade sta-

tion to The Westminster, O. T. Johnson, proprietor, and M. M. Potter, manager, and The Nadeau, Bonsall & Schreiber, proprietors.

FRIDAY, November 28. *Forty-seventh Day.*— In Los Angeles.

SATURDAY, November 29. *Forty-eighth Day.*— Omnibus transfer to the Southern California Railway Company's station, and leave Los Angeles *via* the Coast Division 8.15 A. M.; arrive at San Diego 12.55 P. M.; transfer by omnibus and ferry to the Hotel del Coronado, Coronado Beach, E. S. Babcock, Jr., manager.

SUNDAY, November 30. *Forty-ninth Day.*— At Hotel del Coronado, Coronado Beach, San Diego

MONDAY, December 1. *Fiftieth Day.*— At Hotel del Coronado, Coronado Beach, San Diego.

TUESDAY, December 2. *Fifty-first Day.*— At Hotel del Coronado, Coronado Beach, San Diego.

WEDNESDAY, December 3. *Fifty-second Day.*— Omnibus transfer from the Hotel del Coronado to the station of the California Southern Railway, and leave San Diego 7.30 A. M.; arrive at Riverside 12.37 P. M.; omnibus transfer to The Glenwood, Frank A. Miller, proprietor, and F. W. Richardson, manager.

THURSDAY, December 4. *Fifty-third Day.*— At The Glenwood, Riverside. Omnibus transfer from the hotel to the station, and at 2.10 P. M. leave Riverside *via* the Southern California Railway Company's line; arrive at San Bernardino 2.45 P. M.; leave San Bernardino, *via* Mentone Branch of same line, at 3.10 P. M.; arrive at Redlands 3.31 P. M.; omnibus transfer to the Terrace Villa.

FRIDAY, December 5. *Fifty-fourth Day.*— At Redlands. Omnibus transfer from the hotel to the station, and leave Redlands at 2.14 P. M.; arrive at San Bernardino 2.35 P. M.; leave San Bernardino at 3.00 P. M., *via* Southern California Company's line (the Santa Fe route), in Pullman palace cars; supper at Barstow.

NOTE.— Railway time changes at Barstow from Pacific standard, or 120th meridian, to Mountain standard, or 105th meridian, one hour faster.

SATURDAY, December 6. *Fifty-fifth Day.*— On Atlantic & Pacific Railroad and the Atchison, Topeka & Santa Fe main line *en route* through Arizona and New Mexico. Meals at stations *en route*.

SUNDAY, December 7. *Fifty-sixth Day.*— At Las Vegas Hot Springs.

MONDAY, December 8. *Fifty-seventh Day.*— Leave Las Vegas Hot Springs by branch line at 8.40

P. M., and Las Vegas, on main line of Atchison, Topeka & Santa Fe Railroad, at 9.20 P. M., proceeding eastward.

TUESDAY, December 9. *Fifty-eighth Day*.— *En route* eastward through Colorado and Kansas on the Atchison, Topeka & Santa Fe Railroad; meals at stations *en route*.

NOTE.—Railway time changes at Dodge City, Kan., from Mountain standard, or 105th meridian, to Central standard, or 90th meridian, one hour faster.

WEDNESDAY, December 10. *Fifty-ninth Day*.—Arrive at Kansas City 8.00 A. M.; remain during the day, leaving at 5.35 P. M. *via* the Chicago, Rock Island & Pacific Railway; breakfast and dinner at the station dining-rooms; supper on Rock Island dining-car.

THURSDAY, December 11. *Sixtieth Day*.—On Chicago, Rock Island & Pacific Railway *en route* through Iowa and Illinois. Breakfast on dining-car belonging to said line; arrive at Chicago 9.40 A. M.; transfer by Parmelee's omnibus line to the Sherman House; dinner there; omnibus transfer to the Dearborn station of the Chicago & Grand Trunk Railway, and leave Chicago by said line at 3.15 P. M. in Wagner palace cars; supper on dining-car.

NOTES.—Members of the party who return independently from Chicago will be required to exchange their passage and sleeping-car coupons at the station ticket offices of the Chicago & Grand Trunk Railway; either at Chicago & Grand Trunk Railway Crossing, Blue Island, or the new Dearborn station (Polk street and Fourth avenue), Chicago, or at the city ticket office of the Chicago & Grand Trunk Railway, 103 South Clark street, Chicago, E. H. Hughes, agent, to whom all applications in advance for sleeping-berths should be addressed. The regular trains leave Chicago at 3.15 P. M. and 8.15 P. M. Persons desirous of availing themselves of the "stop-over" privilege at Niagara Falls can take the train leaving Chicago at 3.15 P. M., and, arriving at Niagara Falls the next morning, await there the departure of the Atlantic express by the West Shore line in the afternoon. Niagara Falls is the only point east of Chicago or Blue Island Junction where "stop-offs" can be permitted.

Railway time changes at Port Huron from Central standard, or 90th meridian, to Eastern standard, or 75th meridian, one hour faster.

FRIDAY, December 12. *Sixty-first Day*.—From Port Huron eastward *via* Great Western Division of Grand Trunk Railway; arrive at Niagara Falls, Clifton, P. O., 8.20 A. M.; breakfast at station dining-

rooms; arrive at Niagara Falls, N. Y., 9.06 A. M.; dinner at the Spencer House, Alva H. Gluck, proprietor; leave Niagara Falls, *via* West Shore Railroad (from New York Central Railroad station), at 4.48 P. M.; arrive at Buffalo 5.40 P. M.; supper at station dining-rooms, Johnson Brothers, proprietors; leave Buffalo, 6.20 P. M.

SATURDAY, December 13. *Sixty-second Day*.—Arrive at Weehawken 7.30 A. M., and in New York by ferry—foot of West Forty-second street at 7.40 A. M., and foot of Jay street at 7.55 A. M.

### Price of Tickets.

The price of tickets for the excursion as described in the foregoing pages will be FOUR HUNDRED AND SEVENTY-FIVE DOLLARS. This sum will cover first-class travel on all railway and steamer routes, a double berth (half a section) in all Pullman or Wagner sleeping-cars; hotel accommodations according to the itinerary, for the period of the regular tour (sixty-two days), with sojourns at Chicago, Minneapolis, St. Paul, Seattle, Victoria, Tacoma, Portland, San Francisco, San Rafael, Santa Cruz, Monterey, San Jose, Santa Barbara, San Gabriel or Pasadena, Los Angeles, San Diego, Riverside, Redlands, Las Vegas Hot Springs, etc.; meals, while traveling, in dining-cars, dining-stations, hotels, or on steamers; omnibus or carriage transfers from stations or hotels, wherever needed (in Chicago, Minneapolis, St. Paul, Seattle, Victoria, Tacoma, Portland, San Francisco, Santa Cruz, San Jose, Santa Barbara, Los Angeles, San Diego, Riverside, and Redlands); special carriage rides in Minneapolis, St. Paul, Seattle, Victoria, and Tacoma, Portland, San Francisco, Santa Cruz, and San Gabriel or Pasadena; all expenses for transportation, transfer and care of baggage (to the extent of 150 pounds for each person, all excess of that amount to be liable to excess charges at regular transportation rates), and the services of the conductors—in short, **EVERY NEEDED EXPENSE** of the entire round trip from New York back to New York.



Price of tickets for the Yosemite trip, THIRTY-FIVE DOLLARS, in addition to cost of ticket for the regular excursion. (See further details on page 51.)

### A Later Trip Eastward.

There will be a subsequent date for returning from Southern California under special escort, and the tickets may also be used on regular trains on any date within six months.

The date of leaving Los Angeles, The Raymond, and San Bernardino, under special escort, will be Friday, April 10, and the party will reach New York Saturday, April 18.


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Tickets for the excursion leaving New York October 13 must be taken on or before Wednesday, October 8, five days in advance of date of starting.

W. RAYMOND.

I. A. WHITCOMB.

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 Tickets for the excursion, additional copies of this circular, and all needed information can be obtained of

**RAYMOND & WHITCOMB, 257 Broadway, New York.**

**BOSTON OFFICE, 296 Washington St. (opposite School Street).**

PHILADELPHIA OFFICE,  
**111 SOUTH NINTH STREET, under Continental Hotel,  
RAYMOND & WHITCOMB.**

Chicago Office:  
**103 SOUTH CLARK STREET, cor. Washington Street,  
E. H. HUGHES, Agent.**

London Office, 142 Strand, W. C.  
**HENRY CAZE & SON,**  
European Agents for Raymond's American Excursions.

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**AGENTS ON THE PACIFIC COAST.**

**138**  
FOR SOUTHERN CALIFORNIA,  
**CHARLES C. HARDING,**  
**11 South Spring Street, Los Angeles,**  
previous to December 18.  
**138**  
The Raymond, East Pasadena,  
after December 18.

**44**  
LOS ANGELES OFFICE,  
**44 SOUTH SPRING ST.,**  
RAYMOND & WHITCOMB,  
**F. W. THOMPSON, Agent.**

SAN FRANCISCO OFFICES,  
**26 MONTGOMERY STREET,**  
ROOM 6,  
**CARROLL HUTCHINS, Agent,**  
And also 36 MONTGOMERY STREET  
(CORNER SUTTER STREET),  
**CLINTON JONES, Agent.**

PORTLAND (Or.) OFFICE,  
**FIRST**  
**83 WASHINGTON STREET,**  
**CHARLES KENNEDY, Agent.**

### Clothing for the Journey.

Both the northern and southern trips will be made at times when the temperature is likely to be genial, but warm clothing should be worn. Overcoats, shawls, or convenient wraps should always be at hand to guard against sudden changes. The nights are always cool upon the Pacific Coast, even in summer. The best plan is to wear woolen clothing in California through summer and winter. Californians themselves make no change in the thickness of their clothing from one year's end to the other. The climate is drier, and this renders thick clothing in warm weather much less disagreeable than it would be under similar thermometric conditions in the East. Dust will be encountered in some parts of the journey, and at the same time it is well to be provided with waterproofs. Rubber shoes will also be found of utility in the Yellowstone National Park and the Yosemite valley; and in both places serviceable clothing and stout walking shoes or boots are essential. There are no "dress" occasions in the park or the Yosemite valley, and finery should be discarded in both places. The change of climate in going from Puget Sound to California is not sufficient to render a change in the thickness of clothing necessary, but more frequent rains may be met with in the north than in the south. It should be borne in mind, however, that in no part of the Pacific Coast does the "rainy season" mean a constant down-pouring. There are days, and sometimes weeks, without a shower.

### Guide Books.

The books of travel relating to the Pacific Coast and to the sections of country passed through on the way to and from there are legion; and we will not attempt to give even a partial list.

*The Great Northwest*, a guide book and itinerary for the use of travelers over the

Northern Pacific Railroad and its allied lines, and the *Official Guide to the Yellowstone National Park*, both published by Riley Brothers, St. Paul, are good works of their class. Some of the publications of the Northern Pacific Railroad Company intended to attract attention to the park have been prepared with much care, and a map published on the back of a "folder" detailing *Alice's Adventures in the New Wonderland* is the best general map obtainable.

The *Practical Guide to Yellowstone National Park*, by A. B. Guptill (illustrated and published by F. Jay Haynes & Brother), is the latest and most reliable book of its kind.

The *Fifth Annual United States Geological Report* (for 1871) contains Dr. F. V. Hayden's original account of the Yellowstone Park region; and the subsequent volumes also contain much relating thereto, the fullest and most exhaustive account yet prepared appearing in the most recently published *Report* (the twelfth, for 1878). Part II. (503 pages), together with numerous maps, includes interesting contributions by W. H. Holmes on the Geology of the Park, Dr. A. C. Peale on Thermal Springs, and Henry Gannett on the Topography of the Park.

A complete list of all works having reference to the Yellowstone Park (published previous to 1882), and also lists of authorities on the thermal springs of all parts of the world, will be found in *Hayden's Twelfth Report* (Part II., pages 427-499).

There are local guide books to be found in California, but the rapid growth of that section of the country has placed many of them out of date.

*All About Pasadena and Its Vicinity*, by Charles Frederick Holder, is a comprehensive guide book recently published by Lee & Shepard, of Boston. It is sold at \$1 (cloth binding) and 50 cents (paper covers), and will be forwarded by mail from this office on receipt of price.

The most complete and exhaustive work upon California and the Pacific Coast is comprised in Hubert Howe Bancroft's series of volumes.

Among other books on California are the *Hand-Book of the Lick Observatory*, by Professor Edward S. Holden; *Southern California*, by Theodore S. Van Dyke; *California of the South*, by Walter Lindley, M. D., and J. P. Widney, M. D.; *Yosemite: Where to Go and What to Do*, by Lewis Stornoway; *Southern California Guide Book*, by George E. Place; *In the Heart of the Sierras*, by J. M. Hutchings; *Santa Barbara and Around There*, by Edwards Roberts; *Romona*, by Helen Hunt Jackson; *California as It Is and Was*, by William H. Thomes (also author of *On Land and Sea*, and *Lewey and I*, two books of early adventure on the Pacific Coast); and *California as It Is*, published by the San Francisco Call Company.

*The Wealth and Resources of Oregon, and Washington*, by C. N. Miller, and *Over the Range to the Golden Gate*, by Stanley Wood, are two recent guide books relating to parts of our route.

*Wild Flowers of the Pacific Coast* and *Wild Flowers of the Rocky Mountains*, by Emma Homan Thayer, are two superbly illustrated books, published by Cassell & Co., of New York. The illustrations are from water-color paintings executed by Mrs. Thayer, and reproduce with fidelity every shade of color in the originals.

In San Francisco choice photographs may be obtained of I. W. Taber & Co., No. 8 Montgomery street. Fine photographic views (large or small size) of California scenery may be obtained of Taber & Co., and at the Watkins Yosemite Art Gallery, under the Palace Hotel.

Jackson's photographic views of scenery in Colorado, New Mexico, Arizona, etc., may be ordered of Chain & Hardy, 1609 to 1615 Arapahoe street, Denver, Col. Catalogues will be sent by them on application.

F. Jay Haynes, 392 Jackson street, St. Paul, has made a specialty of photographing the geysers and other wonders of the Yellowstone National Park. His views are sold at Mammoth Hot Springs. Catalogues will be sent from St. Paul on application.

*The West Shore*, an illustrated monthly, published by L. Samuel, Portland, Or., at \$2.50 per year, is devoted largely to descriptive articles on the Pacific Northwest. A similar publication is *The Northwest*, published by E. V. Smalley, St. Paul, Minn., at \$1.50 per year.

### Standard Time Divisions.

OUTWARD TRIP.—From New York to Port Huron, Mich., Eastern standard or 75th meridian time; Port Huron to Mandan, Dak., Central standard or 90th meridian time (one hour slower than Eastern time); from Mandan west through Dakota and Montana to Hope, Mon., Mountain standard or 105th meridian time (two hours slower than Eastern time); from Hope through Idaho, Washington, British Columbia, Oregon, and California, Pacific standard or 120th meridian time (three hours slower than Eastern time).

HOMEWARD TRIP.—As far east as Barstow, Cal., Pacific standard or 120th meridian time; from Barstow through Arizona, New Mexico, Colorado, and Kansas, as far as Dodge City, Kan., Mountain standard or 105th meridian time; from Dodge City to Port Huron, Mich., Central standard or 90th meridian time; from Port Huron to New York, Eastern standard or 75th meridian time.



## Announcements of Other Excursions.

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**Monday, October 13.**—Excursion direct to Southern California, over the Atchison, Topeka & Santa Fe route.

**During the Months of September and October.**—A series of tours to the principal mountain, lake, river, seaside, and spring resorts of New England, Canada, New York, Pennsylvania, Maryland, and Virginia.


**Thursday, November 13,** and on other dates in December, January, February, and March, a series of eight winter trips to California.

**Tuesday, January 13,** and in February and March, three tours through Mexico.

W. RAYMOND.

I. A. WHITCOMB.

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 For tickets, descriptive circulars, or any desired information regarding the various excursions, address

**RAYMOND & WHITCOMB, 257 Broadway, New York.**







. \* Hotel Del Monte \* .

AND ITS SURROUNDINGS.

MONTEREY, . . . . . CAL.